SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1962

No. 97

THE BALTIMORE & OHIO RAILROAD COMPANY, ET AL., APPELLANTS,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

No. 98

MARYLAND PORT AUTHORITY, ET AL., APPELLANTS,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

No. 99

INTERSTATE COMMERCE COMMISSION, APPELLANT,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

APPEALS FROM THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF MASSACHUSETTS

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[fol. 3183]

I.C.C. EXHIBIT No. 32

This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

STATEMENT OF ROBERT F. WAGNER, MAYOR OF THE CITY OF NEW YORK

[fol. 3184] Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

STATEMENT OF ROBERT F. WAGNER, MAYOR OF THE CITY OF NEW YORK

I am ROBERT F. WAGNER, Mayor of the City of New York. I submit this testimony in support of equalization of freight rates to all North Atlantic ports.

The City of New York has intervened in these proceedings in support of the efforts being made by certain railroads, such as the New York Central Railroad and Erie Railroad, to reduce their freight rates on import and export freight moving through the ports of New York and certain other ports, so that such rates will be the same as freight rates on similar traffic moving to and from the ports of Baltimore and Norfolk. I take the position that the artificial differential handicap imposed on New York and other North Atlantic ports should now be abolished. [fol. 3185] At the outset, I wish to make it clear that all agencies, public and private, concerned with the welfare and prosperity of New York City and its port area, are united in their efforts to secure equalization of the freight rates to and from all North Atlantic ports and the Central West Territory. The City of New York and the Port of New York Authority have worked in close harmony and cooperation to present to this Commission testimony in support of this position.

This proceeding is concerned with the differentials in freight rates on import and export traffic moving between the North Atlantic ports and so-called Differential Territory. The precise boundaries of Differential Territory will doubtlessly be covered by other testimony. Generally

speaking, I understand that Differential Territory, as herein involved, is the area lying within a line from Buffalo, New York, to Pittsburgh, Pennsylvania, the Ohio River, the Mississippi River and the Great Lakes.

On most import and export freight to or from Differential Territory a shipper pays at least three cents less per 100 lbs. if the movement is through Baltimore and other southern ports than if the shipment is through New York or Boston. In other words, a shipper from a point in Differential Territory, such as Chicago, sending manufactured [fol. 3186] goods to a foreign port, such as Liverpool, is compelled to pay at least 60 cents more per ton in freight charges if he uses the Port of New York than he must pay for the same shipment between the same points if he uses the Port of Baltimore or other southerly ports. The differential is less on grain and flour, but greater on imports of first and second class freight.

It is obvious that these differentials place a serious competitive handicap on New York and the northern tier ports.

Some of the testimony which I present will be supported by the detailed testimony of the Commissioner of Marine and Aviation of the City of New York. However, I would like to state briefly the principal reasons why the City of New York seeks the elimination of the differential.

The City of New York owns the greatest concentration of pier and waterfront properties in the world. These municipally-owned waterfront properties have an assessed value of approximately $325 million. During the last seven years, the City spent $26 million for capital improvements and betterments of our piers. The City is now embarked on the largest waterfront development and modernization program in its history. The total cost for the completion of this [fol. 3187] program is $187 million. The capital budget for 1957 includes items totaling about $30 million for this program, of which $24.7 million is for major pier construction.

Public funds are and should be spent for modernization and improvement of our waterfront because the economic welfare of our City is directly related to and dependent upon the prosperity of the port. It can be established historically that the growth of New York City is largely attributable to the activity of its port. When the Erie Canal

opened a water-connecting route to the Great Lakes and the West, New York City, located at the gateway of this route, became the leading American port, and thereafter developed into a world important center of commerce and industry.

Statistics indicate that approximately two million residents of the City, or about one out of every four persons, depend for their livelihood on waterfront enterprises and activities.

Many industries and service facilities in the port area prosper because of the presence of the port. Among these industries and services are:

[fol. 3188] Ocean Transportation
Coastwise and Intercoastal Transportation
River and Canal Transport
Marine Terminals
Customs Brokers and Freight Forwarders
Maritime Supplies
Shipbuilding and Repairs
Marine Construction
Trucking
Railroading
Warehousing
Banking
Marine Insurance and Admiralty Law
Arrangement of Transportation
Exporting and Importing
Bulk Materials Handling (lumber, coal, etc.)
Chemical Industries
Petroleum Refining
Paint and Oil Manufacture
Food Processing and Supply
Ore Processing
Fibre Processing
Construction Materials
Fuel Industry
Stevedoring
Local Water Transport

The importance of the port to the City's economy must be judged not only in terms of the City as a whole but also

in terms of its important political sub-divisions. More than 60 percent of the export-import cargo handled in New York City proper uses Brooklyn waterfront facilities. Furthermore, the major portion of cargo traffic handled in the borough of Richmond is export-import cargo. Within this borough is located the Foreign Trade Zone.

[fol. 3189] Both these boroughs contain some of the most important potential locations for future industrial growth in the City, and since much of this industrial growth is tied to the existence of efficient and flexible waterfront facilities, the profitable and intensive operation of these facilities is of major importance.

The Port of New York constitutes a most vital asset not only to our City but also to our country especially in times of emergency. During World War II, our port facilities, strained to the utmost in the national effort, were said to have "carried one-half of the burden of the entire country". During this period, New York served as a Port of Embarkation and was the busiest harbor in the world.

Despite the huge expenditures made by the City and others for improvement and enlargement of our facilities, the Port of New York has not shared proportionately in the increased export and import traffic occasioned by the expanding economic activity experienced throughout the country. Export and import traffic through the Port of New York, excluding the bulk items of coal, iron ore, grain and petroleum products, decreased from about 18 million tons in 1948 to 17.38 million tons in 1955.

[fol. 3190] In 1948 the Port of New York handled 62.2% of the total import and export freight, excluding coal, iron ore, grain and petroleum products, moving through the ports of New York, Philadelphia, Baltimore and Norfolk. The percentage dropped to 54.8% in 1955. Philadelphia, Baltimore and Norfolk not only increased the percentage of such traffic, but the tonnage handled by those ports increased about 3.4 million tons in 1955 over 1948. These statistics, which exclude bulk items, do not tell the whole story. The ports south of New York have had a marked increase of traffic in bulk items. In 1948 New York handled 37.5% of the total import and export tonnages moving through the

ports of New York, Philadelphia, Baltimore and Norfolk. This decreased to 28.2% in 1955.

Detailed statistics with respect to import and export traffic through the North Atlantic ports will be presented at length by other witnesses in this proceeding. These statistics establish beyond controversy that the percentage of both bulk and general cargo, import and export traffic handled in the North Atlantic ports by Philadelphia, Baltimore and Norfolk, has increased steadily while the percentage in New York and the other ports operating under the handicap of the differential has decreased.

[fol. 3191] In 1959 the improved St. Lawrence Seaway will be open to traffic. Estimates as to the amount and nature of traffic that the Seaway will carry have been many and varied. It appears clear, however, that all of the North Atlantic ports will have to compete with this improved facility. New York is entitled to compete on an equal basis with the other North Atlantic ports. Unless freight rates are equalized for all of the North Atlantic ports, New York will suffer a distinct, unfair disadvantage, for it will face competition of the improved St. Lawrence Seaway to the North on the one hand, and lower freight rates through Philadelphia, Baltimore and Norfolk on the other hand.

Equalization of rates to and from all ports in the North Atlantic group will be beneficial to shippers in Differential Territory. These shippers will then have another port facility available on a competitive basis for their use on the Atlantic Coast.

The original reasons for the establishment of the differentials have disappeared. When created, the differentials were designed to equalize through rail and ocean rates shipments from the Midwest, via the North Atlantic ports, to foreign ports. This original purpose is now defeated by the continuance of the differential. If there was in the past [fol. 3192] any economic justification for the differentials, such justification no longer exists. The fact is that in 1956 the total import and export tonnages shipped through Philadelphia and Norfolk exceed the total tonnages shipped through New York. Each port in the South Atlantic group, in the Gulf group, and in the Pacific group now enjoys equal

rates on import and export traffic to and from the Midwest with all other ports in its respective group. This equalization is maintained despite differences in the railroad mileages to the ports included in each group.

We now ask that equalization be applied to all the North Atlantic ports so that New York will be relieved of the differential handicap and will be permitted to compete on an equal basis with all the other ports in this group.

The economy of the City of New York and its Greater Metropolitan area is vitally concerned in the right to compete on an equal basis. Fair and equal opportunity to so compete will in a large measure determine the continued prosperity of this port and the improved status of its facilities to meet a national emergency.

ROBERT F. WAGNER

[fol. 3193]

VERIFICATION

STATE OF NEW YORK)
: ss.:
COUNTY OF NEW YORK)

ROBERT F. WAGNER, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

ROBERT F. WAGNER

Subscribed in my presence and sworn before me by the affiant above named on this 20th day of June, 1957.

Arthur D. Walker
Notary Public, State of New York
No. 41-9505400 Queens Co.
Term Expires March 30, 1958

[fol. 3194]

I.C.C. Exhibit No. 33

This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

EQUALIZATION OF RATES AT
NORTH ATLANTIC PORTS

STATEMENT OF VINCENT A. G. O'CONNOR,
COMMISSIONER OF MARINE AND AVIATION
OF THE CITY OF NEW YORK

[fol. 3195]

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

STATEMENT OF VINCENT A. G. O'CONNOR, COMMISSIONER OF MARINE AND AVIATION OF THE CITY OF NEW YORK

Q. Please give your name and state the office held by you.

A. I am Vincent A. G. O'Connor, Commissioner of Marine and Aviation of the City of New York.

Q. What are the functions and responsibilities of the Department of Marine and Aviation?

A. The Department of Marine and Aviation is an agency of the municipal government of the City of New York. Its functions and responsibilities are set forth in Chapter 29 of the New York City Charter. So far as is relevant to this proceeding, these functions are:

1. To provide and administer, for the City of New York, pier and terminal facilities owned or to be constructed by the City for waterborne commerce.

[fol. 3196]

2. To regulate the 578 mile waterfront within the City of New York, City and privately owned, commercial and non-commercial.

3. To plan and further, in conjunction with the allied New York City Council on Port Development and Promotion, development and promotion of the City-owned commercial waterfront.

Q. Please tell us about the City's investment in port facilities.

A. About ninety years ago, a planned program was adopted by the City for municipal ownership of shorefront and piers. Today the City of New York owns 122 major pier facilities within its boundaries devoted to or available for waterborne commerce. This constitutes more than one-half of all of the piers located within the City. These waterfront properties have an assessed valuation of approximately $325 million.

I offer as Exhibit —— (O'C-1) schedule showing City-owned piers by number, and giving with respect to each pier location, usage, dimension, type, number of berths for deep sea vessels and class berths available. All but five of the City-owned piers are shedded. Forty-nine of [fol. 3197] these City-owned piers are presently used by steamship companies engaged in foreign commerce. Twenty-eight City-owned piers are leased to railroads for the forwarding and receiving of freight within the Port of New York. Our City-owned piers can provide at one time 159 deep sea berths for ocean-going vessels.

Q. Where are these City-owned pier facilities located?

A. The City's piers are grouped by location in four areas. They are:

1. Seventy-three piers on the North River on the West Side of the borough of Manhattan. This is the most valuable developed waterfront in the world. The City owns all but five of the piers on this waterfront.
2. Thirty-one piers on the East River on the East Side of the borough of Manhattan.
3. Five piers on the Upper Bay in the borough of Brooklyn.
4. Thirteen piers in the Narrows in the borough of Richmond.

A map showing the City-owned piers at these locations, together with privately-owned piers in the vicinity thereof, has been prepared which I offer as Exhibit —— (O'C-2).

[fol. 3198] Q. Does the City operate the municipally-owned piers?

A. The great majority of the City-owned piers are leased to steamship and railroad companies on a long-term basis. A few piers are used by municipal departments, such as the Department of Marine and Aviation, Police, Fire, and Sanitation. A number of piers for which long-term tenants cannot be procured are available for open wharfage.

Q. How much revenue did the City receive as payments in the nature of rent during the fiscal year 1955-1956 for use of City-owned piers?

A. The total amount received by the City of New York for this period was $9,201,991. This sum was derived mainly from rent paid by tenants to whom piers were leased on a long-term basis.

Q. How does the City finance the construction of its piers?

A. Piers are constructed out of Capital Budget funds raised through the sale of municipal bonds. There is now in excess of $161 million of outstanding bonds issued by the City of New York, the proceeds of which were used for waterfront improvements.

Q. How much did the City spend during the last seven years for capital improvements of its piers.

A. The sum actually disbursed amounts to $26,071,492.

[fol. 3199] Q. Were there any other sums spent for the improvement of City-owned piers?

A. Yes. As I previously stated, most of the City-owned piers are leased to steamship companies and railroads. Many of our pier leases require that specific improvements shall be made by the lessee. The lessee is generally reimbursed for such improvements by an adjustment reducing the rent that would otherwise be paid during the term of the lease. Approximately $1,200,000 is spent each year on pier improvements by our tenants under this arrangement.

Q. What are the City's plans for future port improvements?

A. In 1955 the Department of Marine and Aviation recommended a comprehensive six-year port development program. The total estimated cost of the improvements which now comprise this program is $187 million. This is the largest waterfront program ever undertaken by the City of New York. A report dated September 5, 1956, pre-

pared by the Department of Marine and Aviation, which I now offer as Exhibit —— (O'C-3) describes the major projects included in the program and the progress made toward the completion to the date thereof.

[fol. 3200] Major projects included in this program are: thirteen projects in Manhattan on the North (Hudson) River, six of which will be new railroad freight terminals; three projects in Manhattan on the East River waterfront; three Brooklyn projects, and one Staten Island project.

The maps which I previously offered as Exhibit —— (O'C-2) also show the location of major projects included in the port development program.

When I use the words "major projects" I refer to improvements which involved property acquisitions, new construction, or major reconstruction of pier facilities. I do not include repairs, replacements, fire prevention or marginal street improvements.

Q. What is the present status of the port development program?

A. We are proceeding with vigor to carry this program to completion. The 1957 Capital Budget for the Department of Marine and Aviation is about $30 million. Items totaling approximately $26 million are included for waterfront improvements, of which $24.7 million are allocated to major projects in the port development program.

Certain additions have been made to the program originally announced.

[fol. 3201] I have prepared a schedule, which I now offer in evidence as Exhibit —— (O'C-4), showing the major projects now included in the improvement program and the progress made toward completion of these improvements.

Q. Why does the City spend public funds in such substantial amounts for waterfront improvements?

A. The principal reason is of course because the New York City waterfront is so important in the economy of our City. The Mayor has testified as to this subject, and I understand testimony will be offered by other witnesses as to the importance of the Port of New York to the economic welfare of the 13 million persons residing in the New York Port District.

I should like to point out that the port is also a vital national asset in times of emergency. Its continued healthy growth is therefore important to the nation.

Q. Why is the Port of New York a national asset in times of emergency?

A. I think the statement made by Commodore Frederick G. Reinicke, USN (Ret.), who during the War was Port Director of the Port of New York, best answers this question. Commodore Reinicke said: "During the War the facilities of the port were put to use almost exclusively [fol. 3202] for the War effort—and New York in this respect carried one-half of the burden of the entire country." *

The importance of the Port of New York to the nation's requirements in time of war may be understood by a brief review of the port's activities. During the period from 1941 to 1944, more than two million troops passed through the New York Port of Embarkation on their way overseas. During the last three years of the War and the two years of reconstruction following the War (1943-1947), 158.1 million tons of cargo were shipped through the Port of New York. At the peak of the War effort in 1944, in excess of 36.4 million tons of export and import cargo passed through the port.

Q. Were any pier facilities in the City of New York specially suited for wartime use?

A. Yes. Our piers in Staten Island were in a position to furnish unique service. The City owns 13 piers in Stapleton, Staten Island, located at the Narrows in the main channel entrance to the port. These piers have an upland back-up area of approximately 53 acres owned by the City of New York available for storage. The piers have direct rail connections with a Baltimore & Ohio subsidiary. Because of the direct rail connections and the [fol. 3203] large back-up area available for storage, the Army made intensive use of these piers throughout the war years and they were operated to their utmost capacity during that period. I know of no other comparable facilities that were available in any other port in the United States.

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* 1947 Proceedings of the American Merchant Marine conference, page 43.

Q. What is the present status of these Staten Island piers?

A. We have eight piers in Staten Island that have been unused for many years despite the fact that they have direct rail connections with a Baltimore & Ohio subsidiary. As a result these piers are deteriorating. Increased port business would be a major factor toward reactivation of these piers. We think it economically unwise to spend money to keep up facilities which are unoccupied over a long period of time. The City devotes the major portion of the funds available for maintenance to the facilities which are occupied and revenue-producing.

Q. Are all other City piers leased or occupied?

A. No. We have a number of fine City-owned piers at favorable locations that are unused because we are unable to find tenants, and a few piers which are used only lightly for open wharfage purposes. New York can with its present facilities accommodate substantially more import and export freight than is now passing through it.

[fol. 3204] Q. Have you made a study for comparison purposes of the import and export traffic in the ports of New York, Philadelphia, Baltimore and Norfolk?

A. I have caused a study to be made for comparison purposes of the import and export traffic, excluding coal, iron ore, grain, and petroleum products, moving through the ports of New York, Philadelphia, Baltimore and Norfolk during the period from 1948 to 1955. The figures used as a basis for this study were obtained from the reports published by the Department of the Army, Corps of Engineers.

Q. What does your comparative study of imports and exports, excluding coal, iron ore, grain and petroleum products, in the ports of New York, Philadelphia, Baltimore and Norfolk disclose?

A. The comparisons of imports and exports, excluding coal, iron ore, grain and petroleum products, in these ports are shown on two graphs which I now submit as Exhibit ——(O'C-5). They show that when coal, iron ore, grain and petroleum products are excluded, New York has suffered a decline in tonnage shipped through its port and a

loss in the percentage of the total traffic handled through these ports. In 1948 the Port of New York handled 18 mil-[fol. 3205] lion tons of import and export commerce, excluding coal, iron ore, grain and petroleum products. In 1955 this traffic decreased to 17.38 million tons. The decrease occurred in New York despite the fact that the total amount of such import and export traffic through the four ports increased 2.75 million tons in 1955 as compared with 1948.

The percentage of such traffic flowing through the Port of New York decreased from 62.2% in 1948 to 54.8% in 1955. The Port of Baltimore carried 17.0% of such traffic in 1948 and 21.2% in 1955. It should further be noted that in none of the seven years following 1948 did the percentage of total traffic handled by New York equal the percentage (62.2%) handled in 1948, whereas the percentage of traffic handled by Baltimore in each year subsequent to 1948 exceeded the percentage (17%) handled by that port in 1948.

Q. Have you compared the percentage of all export and import traffic through the Port of New York with that of Philadelphia, Baltimore and Norfolk for the years 1948 and 1955?

A. Yes. New York handled 37.5% of the total import and export traffic moving through these ports in the year 1948. This percentage declined to 28.2% in the year 1955. [fol. 3206] Q. What conclusions do you draw from this and from Exhibit —— (O'C-5)?

A. It is clear that the Port of New York has not shared proportionately in the increased commerce which is flowing through the North Atlantic ports occasioned by the greater economic activity in our country. Statistics indicate that this trend continued in 1956.

Q. Is the differential a factor contributing to the loss of the relative position of the Port of New York?

A. Yes. I think it is clear that the differential has contributed and is contributing to the loss of the relative position of the Port of New York and to the failure of the port to share in the increased import and export traffic. Cost factors are a very important consideration in import and export traffic. Until 1935 the differential imposed no

handicap on the Port of New York because the difference in ocean rates in fact equalized the through rate. This is no longer the case. New York is now under a competitive handicap because the total freight charges which a shipper is required to pay for the through shipment of import and export freight between Differential Territory and foreign ports is, because of the differential, higher via the Port of New York than it is via the ports of Philadelphia, Baltimore or Norfolk.

[fol. 3207] In recent years, New York's share of the traffic moving through the North Atlantic ports has continued to diminish despite the fact that we have stabilized labor conditions and have made other important improvements to attract business to our port.

Under these circumstances, the continuing decline of the share of traffic carried by the Port of New York indicates that the differential is an important factor contributing to the loss of New York's relative position.

I understand that the statistics developed by the railroads seeking equalization will be presented to show that the rail traffic between New York, Boston and Portland, the ports against which the differential is imposed, and Differential Territory has diminished.

Q. What will be the effect of equalization of rates to the North Atlantic ports?

A. Equalization will permit all North Atlantic ports to compete on a fair and equal basis for import and export traffic. The competition will encourage the ports to improve facilities and services so as to attract business. I think shippers will benefit in two ways: first, better facilities and services will be made available and second, shippers will then be able to choose any port in the North Atlantic group on a truly competitive basis.

VINCENT A. G. O'CONNOR

[fol 3208]

VERIFICATION

STATE OF NEW YORK)
: ss.:
COUNTY OF NEW YORK)

VINCENT A. G. O'CONNOR, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

VINCENT A. G. O'CONNOR

Subscribed in my presence and sworn before me by the affiant above named on this 20th day of June, 1957.

JOHN A. COOPER
Notary Public, State of New York
No. 24-0755000
Qualified in Kings County
Term Expires March 30, 1959

[fol. 3209]

CITY-OWNED PIERS
NORTH RIVER

Exhibit
(O'C-1)

Pier No.	Location	Usage	Dimensions	Type	No. Berths Deep Sea Vessels	Berths Class A	Berths Class B
A	Battery Place	City Agency	45' x 285'	V			
1	" "	" "	80' x 454'	V			
2	Morris St.	SS	140' x 654'	II	2	x	
3	" "	SS	140' x 695'	II	2	x	
8	Rector St.	RR	75' x 725'	III			
9	Carlisle St.	SS	75' x 736'	II	2		x
10	Albany St.	SS	80' x 749'	II	2		x
11	Cedar St.	SS	50' x 777'	II	1		x
14	Fulton St.	SS	125' x 719'	II	2	x	
15	Vesey St.	SS	60' x 714'	II	1		x
19	Warren St.	RR	75' x 841'	III			
20	Chambers St.	RR	100' x 957'	III			
21	Duane St.	RR	137' x 964'	III			
22	Jay St.	RR	75' x 978'	III			
23	Harrison St.	RR	70' x 858'	III			
25	N. Moore St.	SS	125' x 989'	II	2	x	
26	Beach St.	SS-Open wharfage	135' x 995'	II	2		
27	Hubert St.	RR	75' x 1000'	III			
28	Laight St.	RR	75' x 1004'	III			
29	Vestry St.	RR	80' x 1007'	III			
32	Canal St.	SS	125' x 1017'	I	2	x	
34	Spring St.	SS	160' x 1022'	I	2	x	
36	" "	SS	75' x 1004'	III			
37	Charleton St.	SS - Vacant	80' x 989'	V			
38	King St.	RR	75' x 974'	III			
39	W. Houston St.	RR	75' x 957'	III			
40	Clarkson St.	RR	75' x 813'	III			
41	Leroy St.	RR	80' x 922'	III			
42	Morton St.	SS	80' x 905'	II	2	x	
45	W. 10th St.	SS - Vacant	100' x 861'	II	2	x	
46	Charles St.	RR	100' x 837'	II	2		

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[fol. 3210]

City-owned Piers
North River
(continued)

Pier No.	Location	Usage	Dimensions	Type	No. Berths Deep Sea Vessels	Berths Class A	Berths Class B
48	W. 11th St.	RR	125' x 755'	III			
49	Bank St.	RR	125' x 742'	III			
50	Bethune St.	RR	125' x 728'	III			
51	Jane St.	SS	110' x 714'	II	2	x	
52	Horatio St.	RR	70' x 702'	III	1		
53	Little W.12th St.	SS-Open wharfage	50' x 826'	IV	1		x
54	W. 13th St.	SS	104' x 825'	I	2	x	
56	W. 14th St.	SS-Open wharfage	104' x 825'	I	2	x	
57	W. 15th St.	SS	150' x 850'	I	2	x	
58	W. 16th St.	SS	129' x 824'	I	2	x	
59	W. 18th St.	SS	129' x 825'	I	2	x	
60	W. 19th St.	SS	129' x 800'	I	2	x	
61	W. 21st St.	SS	129' x 800'	I	2	x	
62	W. 22nd St.	SS	62' x 800'	III	1	x	
63	W. 23rd St.	RR Freight Terminal under construction					
64	W. 24th St.	SS	102' x 509'	II	2	x	
65	W. 25th St.	RR	82' x 556'	II			
66	W. 26th St.	RR	80' x 512'	III			
67	W. 27th St.	RR	80' x 512'	III			
68	W. 28th St.	RR	60' x 624'	III			
72	W. 32nd St.	City Agency	100' x 507'	V			
73	W. 33rd St.	SS-Open wharfage	60' x 700'	V			
74	W. 34th St.	SS	100' x 700'	III	2		x
75	W. 35th St.	City Agency	60' x 728'	V			
77	W. 37th St.	RR	60' x 501'	IV			
79	W. 39th St.	RR	110' x 450'	V			
80	W. 40th St.	SS-Open wharfage	60' x 700'	V			
81	W. 41st St.	Excursions	66' x 700'	V			
83	W. 43rd St.	"	80' x 699'	V			
84	W. 44th St.	SS	135' x 1000'	I	2	x	

City-owned Piers
North River
(continued)

Pier No.	Location	Usage	Dimensions	Type	No. Berths Deep Sea Vessels	Berths Class A	Berths Class B
86	W. 46th St.	SS	150' x 1000'	I	2	x	
88	W. 48th St.	SS	125' x 1100'	I	2	x	
90	W. 50th St.	SS	125' x 1100'	I	2	x	
92	W. 52nd St.	SS	125' x 1100'	I	2	x	
95	W. 55th St.	SS	60' x 700'	I	2	x	
96	W. 56th St.	SS	60' x 700'	II	2		x
97	W. 57th St.	SS	110' x 700'	II	2	x	
98	W. 58th St.	City Agency	60' x 700'	V			
99	W. 59th St.	" "	85' x 750'	V			
	W. 129th St.	Excursions	60' x 300'	V			
	W. 131st St.	City Agency	80' x 372'	V			
	W. 134th St.	Open wharfage and excursions	60' x 485'	V			

CITY-OWNED PIERS
EAST RIVER

9	Old Slip	Federal agency	140' x 605'	V	2		
11	Jones La.	Utility co.	60' x 547'	V			
13	Wall St.	SS	80' x 607'	III	2		x
14	Maiden La.	SS	80' x 606'	III	2		x
15	Fletcher St.	SS	80' x 604'	III	2		x
16	Burling Slip	SS	70' x 596'	III	1		x
20	Peck Slip	SS	75' x 541'	III	2		x
21	Dover St.	SS-Vacant	75' x 527'	V			
22	James Slip	Freight Forwarding	irr. x 236'	V			
25	Oliver St.	Vacant	40' x 375'	V			
26	Catherine Slip	RR	45' x 497'	IV			
27	" "	SS-Vacant	50' x 461'	IV	2		x
28	Market Slip	SS	80' x 460'	IV	2		x
29	" "	SS	70' x 443'	IV	2		x

[fol. 3212]

City-owned Piers
East River
(continued)

Pier No.	Location	Usage	Dimensions	Type	No. Berths Deep Sea Veseels	Berths Class A	Berths Class B
31	Pike Slip	SS-Open wharfage	60' x 428'	IV			
33	Rutgers Slip	SS " "	80' x 421'	IV			
34	" "	SS " "	80' x 424'	IV			
35	Jefferson St.	RR	80' x 400'	IV			
36	" "	SS-Open wharfage	60' x 424'	V			
37	Clinton St.	SS	75' x 424'	IV	2		x
38	" "	SS	50' x 423'	IV	2		x
40	Gouverneur Slip	Paper terminal	60' x 239'	V			
41	" "	Open wharfage	60' x 225'	V			
42	Scammel St.	Freight forwarding	60' x 217'	V			
43	" "	Dumping board	60' x 207'	V			
44	Jackson St.	RR	60' x 193'	IV			
67	E. 19th St.	SS-Open wharfage	60' x 510'	V			
68	E. 20th St.	SS	61' x 534'	IV	1		x
69	E. 21st St.	SS-Open wharfage	60' x 504'	V			
70	E. 22nd St.	City agency	61' x 581'	V			
73	E. 25th St.	" "	60' x 522'	V			

CITY-OWNED PIERS
BROOKLYN

29th St. Ft. 29th St.	SS	80' x 1199'	II	2	x	
30th St. Ft. 30th St.	SS	125' x 1324'	II	6	x	
31st St. Ft. 31st St.	SS	150' x 1473'	II	6	x	
33rd St. Ft. 33rd St.	SS	150' x 1617'	II	6	x	
35th St. Ft. 35th St.	SS	175' x 1740'	II	6	x	

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[fol. 3213]

CITY-OWNED PIERS
STATEN ISLAND

Pier No.	Location	Usage	Dimensions	Type	No. Berths Deep Sea Vessels	Berths Class A	Berths Class B
6	Hannah St.	City agency	125' x 1123'	V	2		
7	So. Hannah St.	" "	125' x 1083'	V	2		
8	Stapleton	SS-Vacant	125' x 1043'	II	4	x	
9	"	"	125' x 1004'	II	4	x	
10	"	"	125' x 1115'	II	4	x	
11	"	"	125' x 1099'	II	4	x	
12	"	"	209' x 1029'	I	4	x	
13	"	"	209' x 1029'	I	4	x	
14	"	SS	60' x 1000'	V	2		
15	"	SS	130' x 1040'	I	4	x	
16	"	SS	130' x 1103'	I	4	x	
17	Clifton	SS-Vacant	125' x 1077'	II	4	x	
18	"	"	125' x 1100'	II	4	x	

LEGEND
SS - Steamship
RR - Railroad

Type I: Superliner and Express Freight Service
Piers exceeding 750 feet long and 100 feet wide - 2-story sheds.

II: Passenger and Freight Service
Piers exceeding 550 feet long and 75 feet wide

III: Freight Service
Piers exceeding 500 feet long and 50 feet wide

IV: Small Freight Service
Piers exceeding 400 feet long and 50 to 60 feet wide

V: Miscellaneous Piers
Piers generally not adapted for ocean shipping without alteration used for open wharfage, railway purposes, excursion vessels and City departments.

Class Berths: A - 90,000 or more of square feet of shed per berth.
B - 50,000 - 90,000 of square feet of shed per berth.

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[fol. 3252]

STATUS OF PROJECTS
FOR THE DEVELOPMENT OF NEW YORK CITY WATERFRONT

Exhibit (O'C - 4)

Description of Project		Total Estimated Cost	1957 Capital Budget	Status of Project
Widening Pier 92, N.R.	(D-256)	$3,000,000	$2,320,000	Preliminary Plans Completed - Contract #2982
New 75, N.R.	(D-208)	14,500,000	2,200,000	(Plans by Consulting Engineers in progress Contract #2993 (Test Borings Completed #2996
R.R. Freight Terminal at West 32nd St., N.R.	(D-234)	1,700,000	1,681,800	Contract Plans in progress
R.R. Freight Terminal at W. 28th St., N. R.	(D-262)	950,000	50,000	Preliminary Plans in progress
R.R. Freight Terminal at W. 26th St., N.R.	(D-258)	1,500,000	60,000	Preliminary Plans in progress
R.R. Freight Terminal at Pier 65, N.R.	(D-199)	2,500,000	2,490,000	Contract Plans near completion
R.R. Freight Terminal at W. 23rd St., N.R.	(D-218)	1,800,000	1,790,000	(Demolition & Dredging Completed New Construction 30% Completed
Modernization of Pier 58, N.R.		1,000,000	-	Completed October 1956
R.R. Freight Terminal at Christopher St., N.R.	(D-257)	1,800,000	1,000,000	(Plans by Consultant Architect in progress Contract #2995 (Clearing Site & Dredging in progress Contract #299

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[fol. 3253]

STATUS OF PROJECTS
FOR THE DEVELOPMENT OF N. Y. CITY WATERFRONT

Description of Project	Total Estimated Cost	1957 Capital Budget	Status of Project
New Pier 40, N.R. (D-240)	19,000,000	7,650,000	Plans by Consulting Engineers in progress Contract #2965 Test Borings Completed #2972 Clearing Site - Pershed #37 Removed Contract #2975 Steel Piling being Delivered Contract #184116
New Pier 36, N.R. (D-49)	3,800,000	1,850,000	Plans by Consulting Engineers in progress Contract #3004 Test Borings Completed #3005
Piers 13, 14 & 15, N.R. Modernization & Terminal (D-263)	4,000,000	1,360,000	Preliminary Plans in Progress Acquisition of section of property to complete City ownership of terminal area in progress.
Building Material and Fuel Depot-W. 59th St.-W.62nd Sts., N.R.	1,000,000	-	Negotiations for Acquisition of property in progress.
New Pier Shed #26, N.R. (D-9)	1,500,000	-	Preliminary Plans Completed
Re-development of East River Waterfront (D-219) (D-252) (D-255)	50,000,000	531,000	Studies and Master Plan by Consulting Engineers Completed Contract #2950
New Shipping Terminal at Coenties Slip, E.R. (D-219)	6,000,000		Preliminary Plans for New Shipping Terminal Completed.
New Pier 9, E.R. (D-90)	1,600,000	56,000	Plans for Banana Terminal by Consultants in Progress-Contract #2950

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STATUS OF PROJECTS
FOR THE DEVELOPMENT OF NEW YORK CITY WATERFRONT

Description of Project	Total Estimated Cost	1957 Capital Budget	Status of Project
Seaplane Base & Parking Facility at E. 23rd St., E.R.	1,000,000	-	Plans being Completed by Tenant
Transit Shed at foot of 36th Street, Brooklyn (D-221)	600,000		Structure completed 1956
New Shipping Terminal at foot of 39th St., Bklyn. (D-61)	11,000,000	245,000	(Preliminary Plans by Consulting (Engineers Completed. Contract#2986 (Acquisition of section of property (to complete city ownership of (terminal area in progress.
New Pier 20 at Atlantic Ave., Bklyn (D-118)	6,055,000	55,000	Preliminary Plans in Progress
New Wharf Terminal at Foot of 29th St., Bklyn (D-247)	1,000,000	1,000,000	Preliminary Plans by Consultants Completed - Construction Plans in Progress Contract #3006
Pier at foot of 35th St. Bklyn.	3,000,000	-	Preliminary Plans to rebuilt pier destroyed by fire are in progress. Demolition and salvage operations completed- condition survey completed
Modernization of Piers 12 & 13, Staten Island (D-244)	435,000	400,000	Preliminary Plans and Studies Completed.

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[fol. 3255]

STATUS OF PROJECTS
FOR THE DEVELOPMENT OF NEW YORK CITY WATERFRONT

Description of Project	Total Estimated Cost	1957 Capital Budget	Status of Project
Ferry Terminal at Whitehall St., East River (D-180)	2,800,000		Completed and in operation July 1956.
Total for New Development Projects	$140,940,000	$24,738,800	
Grand Totals for New Projects and for Rehabilitation; Modernization, Fire Protection, Marginal Roads, Ferry Terminals.	$187,000,000	$30,143,949.79	

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[fol. 3261]

I.C.C. Exhibit No. 34

Verified Statement No. ———

Affiant: J. L. Pease

This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before the

Interstate Commerce Commission

Investigation and Suspension Docket No. 6615
Equalization of Rates at North Atlantic Ports

Fourth Section Application No. 32204
Import and Export Rates From and To
North Atlantic Ports

Washington, D. C.
June 21, 1957
Agriculture—Washington

Submitted on behalf of
Ezra Taft Benson, Secretary
United States Department of
Agriculture

[fol. 3262] My name is J. L. Pease. I am a Freight Traffic Officer (Supervisory) and Assistant Chief, Freight Rate Service Branch, Special Services Division, Agricultural Marketing Services, United States Department of Agriculture, Washington 25, D. C.

Since 1940, I have been in similar positions in the Department, engaged in the adjustment of transportation rates and charges on agricultural products. This work was authorized by Congress in the Agricultural Adjustment Act of 1939 (Section 201), and the Agricultural Marketing Act of 1946 (Section 203 j). Prior to 1940, I had 26 years experience in the transportation of agricultural products with the railroads, private refrigerator car lines, and commercial growers and shippers.

I am familiar with the issues in this proceeding. I have appeared as a witness before this Commission many times over the past 30 years.

The U. S. Department of Agriculture has a dual interest in this proceeding. One stems from the Acts of Congress cited above and involves the interest of the producer of agricultural commodities in equitable transportation rates on his products and in increased exports of his products in foreign commerce. Our other interest arises from the export operations of the Department which is the largest exporter of goods at the present time.

We are not concerned with the comparative advantage or disadvantage to any particular port or railroad as such, but rather with the benefits which would accrue to agricultural producers and shippers, the Government agricultural export program, and agriculture generally, from equalization of rates at the lower level.

[fol. 3263] -2-

Our Export Interest

Through its Commodity Stabilization Service and Commodity Credit Corporation, the Department ships substantial quantities of agricultural commodities and their products to the North Atlantic Ports involved in this proceeding for export.

These commodities are acquired by the Commodity Credit Corporation which is the financial organization through which farm price support, surplus disposal of agricultural commodities, and related activities authorized by Congress are carried out.

The Commodity Stabilization Service provides the personnel and facilities necessary to the administration of the programs and operations of the Commodity Credit Corporation.

The export programs are generally planned and formulated by the various Services and Commodity Divisions of the Department at the Washington Headquarters. The implementation of such programs, as related to the North Atlantic Ports, is the responsibility of the CSS Offices located at Cincinnati, Ohio; Chicago, Illinois; and Minneapolis, Minnesota.

These activities include, among others, the disposal of commodities in foreign trade channels; shipments for foreign relief feeding programs and shipments bartered for materials produced in foreign countries.

The operating offices shipping commodities to export positions, all other things being equal, use the port which will result in the lowest cost to the Department. However, when for reasons beyond our control, the recipient or purchaser
[fol. 3264] -3-
of the commodities or products desires the use of a port with higher shipping costs, agreements are reached with recipients to use his preferred port if the Department's position is fluid enough that the use of such port is feasible. Other factors involved in the selection of ports are the inland point of origin and location of the commodities to be exported; the adequacy of rail facilities and routes; the availability of warehouse and elevator facilities; the extent of shipping facilities at each port; and the cost of inland transportation to each port and the terminal charges thereat. The Department, as a general rule, bears the transportation cost to the port of exit.

The Commodity Credit Corporation maintains large stocks of agricultural commodities at interior locations and encounters many problems in directing shipments for export. Among these are the car supply problem; the avail-

ability of proper and sufficient facilities at the ports; and the co-ordination of the arrival of commodities to meet the lifting and sailing schedules of ocean vessels. All of these factors enter into the decision as to the use of each port and where there is a disparity in rates and other costs between ports, it can be seen that our operations are not as economically practicable as they would be with the equalization of cost to all ports so that all North Atlantic Ports could be used interchangeably.

The Department experiences, from time to time, conditions beyond its control, such as strikes, embargoes and congestions at ports. These add to our shipping problems in the selection and use of ports.

In administering large shipping programs, such as conducted by the Department, flexibility of operations is essen-

[fol. 3265] -4-

tial to the promotion of economy and efficiency in the movement of the great volume of agricultural commodities involved.

Additional port facilities at equalized cost, for use in our export shipping programs, will greatly facilitate the orderly movement of our export traffic.

Exhibit A, attached, shows the present volume of commodities and tonnage shipped under the Department's export programs only by the Chicago and Cincinnati commodity field offices for the periods shown. This exhibit shows that a total of 472,198,000 pounds of processed commodities were shipped by the Cincinnati office thru the North Atlantic Ports for export during the period June 1, 1956 through May 31, 1957 inclusive, and that 52,718,080 bushels of grain were shipped by the Chicago office for export thru the same ports during the period January 1 to June 14, 1957 inclusive.

The propositional rate on grain for instance from Chicago, Ill., to New York, N. Y., is 33 cents per hundred weight and to Baltimore, Md. is 31.5 cents. The extra cost of shipping 1,000,000 bushels of wheat through the Port of New York is 1,000,000 x 60 (pounds per bushel) x 1½ cents or $9,000.00. Of the grain exported through the Ports of New York, N. Y., Albany, N. Y., Boston, Mass., and Portland,

Me., (24,180,702 bushels—Exhibit A), 50 percent was wheat, conservatively estimated). The Department paid extra charges on the wheat alone of more than $108,000 during the first 5½ months of 1957 to use those Ports.

[fol. 3266] -5-

The export rates on the processed commodities shown on Exhibit A, using Cleveland, Ohio and Chicago, Illinois as typical points or origin, are (in cents per hundred pounds)—

	Cleveland, O. to		Chicago, Ill. to	
	Baltimore	New York	Baltimore	New York
Butter	92	95	127	130
Butter Oil	92	95	127	130
Cheese	92	95	127	130
Milk, dried	62	65	76	79
Canned Vegetables	62	65	87	90
Lard	75	79	104	108
Canned Meats	61	64	85	88

Applying the lowest differential of 3 cents, New York over Baltimore, to the 135, 139,000 pounds shipped through North Atlantic Ports other than Baltimore, Md. and Philadelphia, Pa., the added charges amount to approximately $40,540 for the period June 1, 1956 thru May 31, 1957.

The Producers Interest

The producers of agricultural commodities require every available outlet for their products. They require the utmost flexibility of marketing facilities if valuable items of food and fibre are to be utilized to the fullest at home and abroad. The improvement of the export market on agricultural products is one of the Administration's most intensive programs.

When, for any of the reasons cited above, the lower rated ports become unuseable, the availability of other North Atlantic Ports at the same rates, and the availability of other rail routes to these ports, would permit continuity of

export and import shipments with little or no inconvenience but with increased efficiency and economy to producers and shippers.

The inability to use such important ports as New York, N. Y., Boston, Mass., and other presently higher rated ports because of a freight rate disadvantage is, we believe, harmful to agriculture and its export programs. The rate disadvantage to commercial exporters is exactly in relation to those of the Department as outlined above.

See correction; *post*.

We believe equalization on the basis of the lower rated ports is necessary and consistent because, freight rates now being at an extremely high level, any increase in the rates to and from the lower rated North Atlantic Ports will have the effect of moving them farther away from the sources of supply and improving the positions of competing ports in other areas.

[fol. 3268]

Correction to
Verified Statement No. ————

Affiant: J. L. Pease

This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before the

Interstate Commerce Commission

Investigation and Suspension Docket No. 6615
Equalization of Rates at North Atlantic Ports

Fourth Section Application No. 32204
Import and Export Rates From and To
North Atlantic Ports

Washington, D. C.
June 27, 1957
Agriculture—Washington

Submitted on behalf of
Ezra Taft Benson, Secretary
United States Department of
Agriculture

[fol. 3269] To correct an error in the verified statement filed by J. L. Pease, Affiant, on behalf of Ezra Taft Benson, Secretary, United States Department of Agriculture, the following paragraph is substituted for the second full paragraph on Page 6 of the original:

The Department believes that equalization of the class and commodity rates on export, import, coastwise and intercoastal traffic at all North Atlantic Ports, Hampton Roads, Va., and North thereof to and including St. Johns, N. B., *basis*
Canada, including Albany, N. Y., on the ~~level~~ of the rates ~~now~~ applicable to Baltimore, Md., and Norfolk, Va., will be in the interest of the agricultural community.

(*Correction on record.*)

[fol. 3270] VERIFICATION

J. L. Pease, being first duly sworn, deposes and says that his statement of June 21, 1957, as corrected hereby, is true and correct to the best of his information, knowledge and belief.

.....
J. L. Pease

Subscribed in my presence and sworn to
before me by the affiant above named
this .....

Notary Public
My Commission expires on the .....
day of .....

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon the persons named in the Commission's notices of February 25, 1957, March 14, 1957 and March 26, 1957 by depositing in the United States Mail the number of copies designated in those notices.

Dated at Washington, D. C. this 27th day of June, 1957

.....
Joseph E. Quin, Attorney
Office of the General Counsel

[fol. 3271]

Verified Statement No. _____
Exhibit A
ICC Docket I&S No. 6615
Affiant: J. L. Pens.

Commodities Shipped by the Chicago and Cincinnati Offices of USDA via All-Rail Routes, For Export, Through the North Atlantic Ports During the Period June 1, 1956 thru May 31, 1957, for Processed Commodities, and January 1, 1957 thru June 14, 1957, for Grain.

Processed Commodities (Thousand Pounds)	Norfolk	Newport News	Baltimore	Philadelphia	New York	Albany	Boston	Portland
Butter	1,764	0	0	2,565	24,052	0	0	0
Butter Oil	990	199	0	27	0	0	0	0
Cheese	18,203	26,578	20,052	25,011	36,112	0	700	0
Milk, dried	56,939	43,208	73,105	67,168	62,168	0	11,372	0
Cnd. Green Beans	0	0	172	0	0	0	0	0
Lard	0	0	144	0	0	0	0	0
Cnd. Corn	0	0	135	0	0	0	0	0
Pork and Gravy	0	0	0	0	735	0	0	0
Luncheon Meat	0	0	0	238	0	0	0	0
Cnd. Tomatoes	0	0	0	553	0	0	0	0
	77,904	69,985	93,608	95,562	123,067	0	12,072	0

Total All Ports (Thousand Pounds) 472,198

Grain (Bushels)								
	6,667,232	0	12,962,844	8,907,302	2,065,147	9,180,989	11,045,566	1,885,000

Total All Ports (Bushels) 52,718,080

Source: CCS-USDA Records

3271

[fol. 3272]

VERIFICATION

J. L. Pease, being first duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

.....

J. L. Pease

Subscribed in my presence and sworn to
before me by the affiant above named
this 27th of June, 1957.

Notary Public /s/ Virginia P. Odom
My Commission expires on the 14th 1957

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon the persons named in the Commission's notices of February 25, 1957, March 14, 1957 and March 26, 1957 by depositing in the United States Mail the number of copies designated in those notices.

Dated at Washington, D. C. this 21st day of June, 1957

.....

Joseph E. Quin, Attorney
Office of the General Counsel

[fol. 3274]

I.C.C. EXHIBIT No. 35

BEFORE THE
INTERSTATE COMMERCE COMMISSION

INVESTIGATION AND SUSPENSION
DOCKET NO. 6615

EQUALIZATION OF RATES AT
NORTH ATLANTIC PORTS

REVISED TESTIMONY
OF
JAMES K. COWLING
GENERAL SERVICES ADMINISTRATION

Due: February 17, 1958

GSA-WASH DC 58-9457

[fol. 3275]

STATEMENT OF
JAMES K. COWLING
FOR
GENERAL SERVICES ADMINISTRATION

I am James K. Cowling, Director, Charter and Routing Division, Transportation and Public Utilities Service of the General Services Administration. In this capacity I direct the routing of all GSA controlled traffic under the general policies established by GSA.

For the reasons which I shall hereinafter state in greater detail, GSA favors the equalization of the rates to and from North Atlantic Ports which are at issue in this proceeding.

As the officer primarily responsible for routing large quantities of civilian agency traffic of the United States Government, it is my judgment that the removal of the present system of differentials would be in the interest of the Government as a shipper and would facilitate the transportation problems of the Government. It is therefore urged that the Commission allow the removal of the differentials as proposed in the initial filings in this proceeding.

Responsibilities of GSA

Responsibility of General Services Administration in procuring and using transportation services is governed by Section 201(a) of the Federal Property and Administrative Services Act of 1949, as amended, 40 U. S. Code, Section 481, and provides as follows:

> [fol. 3276] "The Administrator shall, in respect of executive agencies, and to the extent that he determines that so doing is advantageous to the Government in terms of *economy, efficiency,* or *service,* and with due regard to the program activities of the agencies concerned—
>
> "(1) prescribe policies and methods of procurement and supply of personal property and nonpersonal services, including related functions such as . . . transportation and traffic management . . .
>
> * * *
>
> "(4) with respect to transportation and other public utility services for the use of executive agencies, represent such agencies in negotiations with carriers and other public utilities and in proceedings involving carriers or other public utilities before Federal and State regulatory bodies."

These statutory provisions impose upon GSA, Transportation and Public Utilities Service, the responsibilities of acting as traffic manager of the Federal Government as a consumer and user of carrier services. Under Section

602(d) there are certain exceptions, notably mail pay cases of the Post Office Department, representation of Department of Defense in transportation matters, and representation of agriculture interests by the Secretary of Agriculture.

Emphasis should be placed upon the words "economy, efficiency, and service" in Section 201(a), which are the considerations which must govern our position in this case. In the interest of economy, it is GSA duty to seek the lowest reasonable basis of rates for transportation in the furtherance of its shipper or consumer interest. In this respect the interest of GSA is similar to that of any other shipper in maintaining costs of transportation at the lowest practicable level. With respect to import-export traffic,

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(Written on reverse side)

[fol. 3276A]

(*Balto*)		(*N.Y.*)	(*Phila*)
Manganese	Large, Pa.	Manila Hemp Fibre	Nickel Oxide
		Chrome	Bauxite—Danville, Ill.
Chrome	Marietta, Pa.	Rubber	Manila Hemp Fibre
"	Alloy, W. Va.	Graphite	Chrome Ore
"	Niagara Falls		
"	New Haven, Ind.		
"	" "		
"	Pt. Pleasant, W. Va. via Norfolk		

[fol. 3277] this means that, other factors being equal, GSA should route its traffic through the ports having the lowest transportation costs.

GSA Traffic

A study has been made of GSA controlled import traffic for the years 1955-1956, the latest data available. This study includes only those import movements for which GSA is in a position to designate the port of importation. Following is a table of the tonnages involved:

GSA CONTROLLED IMPORT TONNAGE THROUGH ATLANTIC PORTS TO DIFFERENTIAL TERRITORY, 1955-1956
(Tons of 2000 Pounds)

	1955	*1956*
Boston	—	339
New York City Area[1]	22,246	26,598
Philadelphia Area[2]	54,797	14,951
Baltimore	294,515	195,805
Norfolk (incl. Newport News)	21,404	30,340
Total	392,962	268,033

[1] New York Area, including Newark and Perth Amboy, New Jersey.

[2] Philadelphia Area includes the following: Chester and Marcus Hook, Pa.; Gloucester City, Paulsboro, Roebling and Camden, New Jersey; and Wilmington, Delaware.

Of the tonnage 96,396 tons moved under import commodity rates named in tariffs specifically subject to equalization supplements. While 553,148 tons moved under alternating rates named in domestic commodity tariffs which are not subject to equalization supplements, only about 11,451 tons moved under classification rates.

To be noted is the fact that tonnages have moved from the ports in relation to their geographical advantage, which is reflected generally in the port differentials, although the [fol. 3278] fact should be kept in mind that use of ports was influenced by factors other than port differentials. It is impossible to determine the exact channeling effect which the differentials have in the movement of the traffic.

Present Factors Affecting GSA Control of Traffic

Generally, ocean rates to and from the North Atlantic ports are on a basis of equality, with a result that the rail rates to and from the differential territory have become important in the control of GSA traffic. However, other rates also must be considered by GSA in determining the most economical service. Motor carrier rates receive consideration. Rail rates from Gulf and Pacific ports, in com-

bination with ocean rates, will in some instances be more economical than would importation through North Atlantic ports.

Stevedoring and other port terminal charges also are important considerations involved in the choice of ports through which GSA controlled traffic should move.

Service and efficiency considerations also govern the movement of traffic including such matters as port congestion, port facilities for handling particular types of traffic, frequency of sailings to and from the foreign ports and availability of vessels willing to call at North Atlantic and foreign ports. These factors are weighed with due regard to program requirements of the Governmental agencies being serviced. We must consider the needs of these other [fol. 3279] agencies for materials to be delivered at overseas destinations within certain acceptable time limits.

We offer no testimony with respect to export traffic because it is nowhere near the importance of our import traffic, because the figures are difficult to compile and because we believe it sufficient to say that our choice of ports of export depend principally on two things, i.e. availability of sailings and total landed costs.

The practices of private industry and established markets also affect GSA ports of import and export. For example, the Port of New York is the principal market for crude rubber, although there are subsidiary markets in some other ports. New York offers the best inspection service. GSA purchases crude rubber f.o.b. cars, which may have been partial cargoes moved in the same vessel with commercial cargoes, for which the Port of New York is the logical port of importation.

Vessel operators also have some measure of control over ports used because vessels will schedule as ports of call only those points at which there are adequate amounts of traffic for shipment. I have experienced, for example, instances in which vessel operators have refused to move traffic in or out of the Port of Boston because of the unavailability of other traffic from commercial sources.

There is no hard and fast rule for determining to what extent these various factors control GSA traffic; but it is

[fol. 3280] apparent, from the tonnage figures given above, that the differential of rates is important to GSA movement of traffic in the interest of economy.

Results of Port Equalization

If the Commission should allow the railroads to equalize rates between the North Atlantic Ports, on the one hand, and the differential territory on the other, economy would remain an important consideration. GSA would still need to consider competitive motor and barge rates, the differences in charges for terminal handling at the ports, and the relationship of rates through Gulf and Pacific Ports from and to differential territory. When the St. Lawrence-Great Lakes Seaway is opened the water rates via this new route must also be considered in relation to the rail export-import rates here at issue.

Equalization of the import and export rates between all North Atlantic Ports would simplify the choice of North Atlantic Ports to the extent there would be the same costs of movement through the ports. Other factors being equal, GSA would then be in a position to distribute traffic equitably among the North Atlantic Ports.

Conclusions

GSA favors the port equalization proposals of the respondent railroads for the reason that equalization would enable GSA to route traffic equitably as between the various North Atlantic Ports on the basis of efficiency and service.

[fol. 3281] GSA supports the proposals of the railroads to reduce the import-export rates and to maintain such rates at the lowest cost consistent with the furnishing of the transportation services. Low rates are necessary for movement of traffic through the North Atlantic Ports in competition with ocean-rail movement of traffic through the South Atlantic, Gulf and Pacific Ports, and in competition with competitive forms of transportation, including motor carriers, barge carriers, and in the future by vessels using the St. Lawrence-Great Lakes Seaway.

[fol. 3282]

I.C.C. EXHIBIT No. 37

INTERSTATE COMMERCE COMMISSION
WASHINGTON, D.C. 25

INVESTIGATION AND SUSPENSION
DOCKET NO. 6615

FOURTH SECTION APPLICATION NO. 32204
IMPORT AND EXPORT RATES FROM AND TO
NORTH ATLANTIC PORTS

Testimony of Lloyd H. Dalzell

Q. What is your name and address?

A. My name is Lloyd H. Dalzell of Whitehouse, New Jersey.

Q. What is your business connection?

A. I am Chairman of the Board of Dalzell Towing Co., Inc., 21 West Street, New York City.

Q. How long have you been connected with that firm?

A. Since 1939.

Q. How long has your family been in this business?

A. About 105 years.

Q. What is the business of Dalzell Towing Co., Inc.?

A. Dalzell Towing is and has been, during its life, engaged in the towing business and handles ships, barges, floating grain elevators and any other type of craft which requires movement in the area. It now owns 22 tugboats, all operating in the New York Harbor area and vicinity. [fol. 3283] Q. Can you give us a little more detail as to the nature of the towing work done by your company?

A. The largest part of our towing in the Port of New York is concerned with the movement of ships although we do a substantial amount of barge towing. I do not pretend to be familiar with the exact nature of the cargoes in the ships or cargo of commodities on the barges but believe that most of it is moving in foreign commerce. Our job is to do the towing and any increase or decrease in the

volume of ocean-going traffic in the Port of New York is reflected directly in the volume of work done by my company.

Q. What other connections, if any, do you have relating directly or indirectly to the shipping business?

A. I am a Director and Secretary of the Maritime Association of the Port of New York, of which my grandfather was one of the founders. I am President and Director of the Security Bureau which is a nonprofit organization formed by all of the major shipping interests and marine underwriters and which is concerned with the protection of cargo on piers in New York Harbor. I am a Trustee of the Tugboat Employees Welfare Fund and one of the Commissioners of Pilots of the State of New York who appoint and regulate the Sandy Hook pilots. I am also a former President of the Young Presidents Association.

Q. On whose behalf are you testifying in this proceeding?

A. The Chamber of Commerce of the State of New York, one of the parties who has appeared herein as supporting the equalization of port rates.

[fol. 3284] Q. Is your company a member of the Chamber of Commerce of the State of New York?

A. Yes. It has been a member for many years and as an individual I have served upon the Chamber's Committee on Harbors and Shipping.

Q. Can you give us some information as to the set-up and membership of the Chamber of Commerce of the State of New York?

A. The Chamber of Commerce of the State of New York was originally organized in the year 1768. In the year 1770, it received a royal charter from King George III of England under the name of The Corporation of the Chamber of Commerce in the City of New York, in America. It continued to operate under that title until the year 1784 at which time it was reincorporated by Act of the New York Legislature which confirmed its previous royal charter and changed the corporate name to the Chamber of Commerce of the State of New York. It has operated under such legislative charter and name continuously since that time and is the oldest Chamber of Commerce in the

United States with its own headquarters building at 65 Liberty Street, New York City.

The purpose of the Chamber as expressed in its charter is to "encourage and promote, by just and lawful ways and means, such measures as will tend to promote and extend just and lawful commerce * * * ."

[fol. 3285] The Chamber believes that the broad base of its membership makes it truly representative of the business life of the City of New York. The Chamber has approximately 1500 members including both corporate and individual memberships. Among its members are corporations and individuals in the foregoing categories:

Banking and Finance
Manufacturing and Manufacturers' sales
Insurance
Transportation (all types)
Law
Real Estate and Building
Public Utilities
Import-Export
Mining and Smelting
Printing and Publishing
Retailing
Engineering
Petroleum Refining & Dist.
Miscellaneous

The Chamber's activities are directed by its officers and the members of its Executive Committee. Among its officers and its Executive Committee are men engaged in transportation, banking, real estate management, insurance, chemical manufacturing, stock exchange management, communications, manufacturing, foreign commerce, retail trade, law, engineering, title insurance and public relations. In addition to its Executive Committee, the Chamber has 18 standing committees including a Committee on Foreign Commerce and a Committee on Harbor and Shipping. Each committee has a Chairman and six members. The Chamber holds monthly meetings of the general membership except during the summer months at which members are kept

informed of the activities of the officers and committees, and pass upon and ratify the acts of such committees and officers.

[fol. 3286] Q. Has the Chamber of Commerce of the State of New York taken an affirmative position in the present proceedings?

A. Yes. The position of the Chamber is identical with the position of the Port of New York Authority. It believes that the railroads serving the Port of New York area should be allowed to reduce their import and export rates as proposed in the present proceeding for the purpose of equalizing such rates with those charged by railroads in the Ports of Philadelphia and Baltimore. This policy has been officially adopted by the Chamber. Pursuant to such policy the Chamber has joined in the Protest and Request for Suspension filed by the Port of New York Authority and other parties dated June 28, 1956 relating to the tariffs filed by railroads serving Philadelphia, Baltimore, Newport News and Norfolk which propose to make retaliatory reductions in rates for the purpose of continuing the differential which has heretofore existed between those ports and New York.

Q. From your own experience and the experience of your company, can you give us some testimony as to your part in the field of foreign trade in so far as it relates particularly to the Port of New York?

A. As I have testified previously, my company has been engaged in the towing business for 105 years in the Port of New York area. My company has agents in all major European ports and executives of the company go abroad every year on business of the company. With this background and experience I feel that I and the members of my [fol. 3287] organizations are thoroughly familiar with foreign commerce in the Port of New York. New York Harbor has more than adequate facilities for handling an enormous volume of import and export cargo, far more than is presently being shipped through said port. These facilities have not been allowed to fall behind the march of progress. In the last ten years there have been major improvements and rehabilitation in such facilities in key areas within

the Port. Unfortunately, however, the Port of New York does not seem to have gotten its proporfionate share of expanded foreign trade for many years past. For example, it has facilities for handling bulk cargo which are used but infrequently. Although I do not attempt to present figures, it is my understanding that the volume of import and export cargo handled in other ports, particularly Philadelphia, Baltimore and Norfolk, has expanded far more than in New York. Foreign commerce is a very competitive business, and with equal or better facilities, there must be a reason why New York has fallen behind and not had its share of the increased volume. As one who is engaged exclusively in transportation, it seems quite apparent to me that the reason for this is the differential in rail rates which diverts such a substantial amount of traffic to these other ports. I know that this opinion is shared by many others who are associated with foreign [fol. 3288] commerce and shipping in the Port of New York. While these others can and probably will testify on their own behalf, I am sure that you will find that their thinking is similar to mine and that since the abolition of differentials in ocean steamship rates many years ago, a continuation of differentials in rail rates has acted to the great detriment of the Port of New York. We feel, as do the other members of the Chamber, that any situation which tends to depress the volume of such traffic or business in the Port of New York has a direct and immediate bearing upon our own operations.

LLOYD H. DALZELL

STATE OF NEW YORK)
) ss.:
COUNTY OF NEW YORK)

LLOYD H. DALZELL, being duly sworn, deposes and says, that he has read the foregoing testimony and that the same is true as to his own knowledge except as to matters alleged upon information and belief, and that as to those he believes it to be true.

LLOYD H. DALZELL

Sworn to before me this
20th day of June, 1957

REGINA HIGGINS.
Notary Public State of New York
Qualified in Kings County
No. 24-6894020
Term expires March 30, 1958

[fol. 3289]

I.C.C. EXHIBIT NO. 38

CARGILL INCORPORATED
200 Grain Exchange
Minneapolis 15, Minn.

I&S DOCKET 6615

Equalization of Rates at North Atlantic Ports

Due to inadvertence and oversight the statement prepared by Mr. B. A. Springrose of Cargill, Incorporated, filed with the Interstate Commerce Commission on June 7th, 1957 was not verified. The following verification is submitted for attachment to said statement:

VERIFICATION

State of Minnesota)
County of Hennepin)

B. A. Springrose being duly sworn, deposes and says that the attached statement and exhibits accompanying same are true and correct to the best of his knowledge and belief and that the foregoing statement and exhibits were filed by him with the Commission by mailing on June 7th, 1957.

/s/ B. A. SPRINGROSE
B. A. Springrose

Subscribed and sworn to
before me this 14th day
of February, 1958.

.....
Notary Public
Robert M. Olson
Notary Public, Hennepin County, Minn.
My Commission Expires Dec. 9, 1961.

[fol. 3290]

BEFORE THE INTERSTATE COMMERCE COMMISSION

INVESTIGATION AND SUSPENSION
DOCKET NUMBER 6615

EQUALIZATION OF RATES AT
NORTH ATLANTIC PORTS

Testimony of Bernard A. Springrose

Q. Please state your name and address.

A. My name is Bernard A. Springrose. My address is 200 Grain Exchange, Minneapolis 15, Minnesota.

Q. What is your position?

A. I am employed by Cargo Carriers, Incorporated, which is an affiliate of a large Grain Company named Cargill, Incorporated. Cargo Carriers furnishes service to all the various Cargill Companies in connection with traffic management and control. In effect I am General Traffic Manager of Cargill, Incorporated.

Q. Please state briefly your experience and qualifications in traffic work.

A. From about 1919 to 1926 I was employed in the Traffic Department of the Merchants Exchange at St. Louis, Missouri. From 1926 to 1933 I was Traffic Manager for two Grain firms in St. Louis. Following that I opened an office in St. Louis as a Freight Traffic Consultant representing a number of Flour Mills, Feed Manufacturers, and some other industries. In July, 1937, I was employed by Cargill, Incorporated as its Branch Traffic Manager at St. Louis, Missouri, which position I held until September 1, 1954; on that date I became General Traffic Manager of Cargo Carriers, Incorporated at Minneapolis, Minnesota.

[fol. 3291] Q. Is Cargill, Incorporated actively engaged in exporting whole grains?

A. Yes, they are.

Q. Can you advise us in regard to the ports you use in making export shipments?

A. From time to time we use all of the ports, or practically all of them. We have a large volume of grain mov-

ing for export through the various North Atlantic Ports, through the Gulf Ports and through the Pacific Coast Ports as well.

Q. Do you own, operate or control any elevators at any of the North Atlantic Ports?

A. Yes, we do. We have operated for many years, and still operate, the Port of Albany elevator at Albany, New York. This elevator is served by the Albany Port District Railroad. We have also built and have just begun the operation of an elevator at Norfolk, Virginia, on the Norfolk & Portsmouth Belt Railway. We also operate a small elevator at Baltimore, Maryland, known as Mt. Clare Elevator on the B&O, but this is not an export house; it is not located on the water.

Q. Can you advise us in regard to the capacity of the Albany and Norfolk Elevators to which you refer?

A. Yes, the elevator at Albany has a capacity of approximately 13,000,000 bushels. The new elevator at Norfolk has a capacity of approximately 2,100,000 bushels.

[fol. 3292] Q. Do you at anytime handle grain for others through your elevators at Albany and Norfolk?

A. Our Norfolk Elevator has just begun operations. So far we have not handled any export grain for others. We have handled many shipments through our Albany Elevator for others, especially for Commodity Credit Corporation.

Q. Does the existing rate differential in favor of Baltimore and Norfolk create any problem, not only on your own shipments but on those which you handle for others?

A. Yes, they do. Whenever we export our own grain through Albany we are at a rate disadvantage with Baltimore or Norfolk. Commodity Credit Corporation, on the grain we handle for their account, are also affected by this rate disadvantage and they are reluctant to channel their export movements through our facility at Albany when they are able to go through a port like Baltimore or Norfolk.

Q. Have you arranged for the preparation, under your supervision and direction, of any exhibits for introduction at this hearing?

A. Yes, I have.

Q. Are those exhibits true and correct to the best of your knowledge and belief?

A. They are.

Q. Will you identify the exhibits you have had prepared?

A. Yes, I have several exhibits, namely Exhibit (BAS-1) ——, Exhibit (BAS-2) ——, Exhibit (BAS-3) ——, Exhibit [fol. 3293] (BAS-4) ——, Exhibit (BAS-5) ——, showing short line mileages, rates and per ton mile earnings on grain, in carloads, from representative points in Illinois, Indiana, Michigan, Ohio, etc. to the various North Atlantic Ports for export. I would like to submit these exhibits and then make brief comment in connection with them. To begin with, as the exhibits indicate, all of the rates shown are in cents per 100 pounds and they include all Ex-Parte increases to, and including, 196. They do not include the Ex-Parte 206 increase.

We have shown all of the ports from Portland down to, and including, Norfolk, Virginia. In selecting the origin points in Central Territory it was our desire to get the widest possible coverage and to accomplish that we used Central Territory Railroads Freight Tariff E-1009 I.C.C. No. 4487 and selected every headline origin in Illinois, Indiana, Michigan and Ohio and also the few border points in Wisconsin, Iowa and Kentucky. This took in all of the headline points designated in I.C.C. Docket 28300 and in our opinion the selection of points in that manner not only gave us the widest possible coverage but it gave us an illustration of the rate situation in all areas of the territory. In so far as Michigan is concerned, the statement only covers the Southern Peninsula, since the Upper Peninsula is not in Central Freight Association territory.

[fol. 3294] The rates under Column "A", "B" and "C" vary; this may be briefly explained by stating that the rates under Column "C", which are the lowest available, apply only on Barley, Corn, Oats, Rye or Wheat and only via certain routes. The rates under Column "B" apply only on Barley, Corn, Oats, Rye or Wheat via the routes which do not participate in the Column "C" rates. The rates under Column "A" apply on all articles in the grain list, which would include Soybeans and grain products.

In figuring the per ton mile earnings shown on these statements we used the rates under Column "C" whenever they were published as those are the rates on which the traffic moves. When there were no Column "C" rates we figured the per ton mile earnings on the rates under Column "B".

These statements were prepared to be informative and show the measure of the rates, distances and earnings per ton per mile, which apply on export grain to the North Atlantic Ports.

It will be noted that the difference in the rates between these North Atlantic Ports is small, but small as that difference is it becomes a formidable obstacle in the highly competitive field of export grain merchandising, where historically grain is handled on an extremely small margin. Frequently as little as ¼¢ per bu. will divert grain from one port to another.

In merchandising grain for export the total transportation cost from origin to final destination must be taken. [fol. 3295] The Ocean rates from all the North Atlantic Ports are the same so if there is a higher rate from origin territory to any one of these Ports, that Port is at a competitive disadvantage. In my view these rates should be so constructed so that from Indianapolis, Indiana, for example, to Rotterdam or to United Kingdom Ports, the total cost for transportation would be exactly the same.

Q. You stated your company moved grain for export, via the Gulf Ports as well as via the North Atlantic—is that correct?

A. Yes, that is correct.

Q. Are the rates to the various Gulf Ports for Export all the same or do you have differentials such as apply to the North Atlantic Ports?

A. The rates to all the Gulf Ports for export are the same from a substantial part of the origin territory. For example, from Kansas City, and all the territory basing on Kansas City, the rates are the same to all Gulf Ports and that includes Corpus Christi, Texas on the West to Pensacola, Florida on the East and all Ports in between. This rate is 40½¢ per 100 pounds, subject to X-206.

From Oklahoma some territory has the same rates to all the Gulf Ports, except Corpus Christi; from other parts of

Oklahoma the rates to Baton Rouge, New Orleans, Mobile and Pensacola are slightly higher than they are to Galveston, Houston, Texas City and Port Arthur.

[fol. 3296] Q. Does the distance from Kansas City to all these different Gulf Ports vary materially?

A. Yes, there is a material difference in the distance from Kansas City to the various Gulf Ports. For example, the Short Line Mileage from Kansas City is:

738 to Port Arthur
869 to New Orleans
905 to Pensacola
890 to Corpus Christi
775 to Galveston
727 to Houston

Q. I believe your stated the rates are all the same notwithstanding the difference in distance; is that correct?

A. Yes.

Q. Does Albany have any disadvantages other than the freight rate?

A. Yes, another disadvantage is its location about 150 miles up the Hudson River from New York. If and when ocean space is tight it is sometimes necessary to pay a premium to get a ship to go to Albany to load.

Q. What does that premium amount to?

A. About 25¢ or 50¢ per ton—that would be 1¼¢ to 2½¢ per 100 pounds.

Q. Have you prepared any other exhibits having a bearing on the issues in this proceeding?

[fol. 3297] A. Yes. I have had prepared a comparison of Export grain tonnage shipped through the North Atlantic Ports for the years 1951 through 1955, as Exhibit (BAS-6) ——; All figures for 1956 were not yet available. I would like to submit this exhibit and make a few brief remarks about it.

This exhibit shows the total number of short tons shipped through the 7 North Atlantic Ports for the years 1951 through 1955. The figures are broken down to show the volume of each kind of grain. We call attention to the

figures through the Port of Baltimore, which are greatly in excess of the volume through any of the other Ports.

We also call attention to the figures for Norfolk, particularly the large increase in volume for 1955. These figures for Norfolk should reflect an even greater increase for 1957 when our new elevator will be in operation.

Q. Do you attribute the much greater volume of grain exported through Baltimore and the increase in volume through Norfolk, to the freight rate advantage Baltimore and Norfolk have over the other Ports?

A. I will answer by saying that the freight advantage enjoyed by Baltimore and Norfolk is by far the largest single factor.

Q. Since you have built a new elevator in Norfolk, will you not participate in the rate advantage enjoyed by Norfolk?

[fol. 3298] A. Yes, we will; however, even though we will have that advantage we still feel all the Ports should be equalized because, as I stated previously, we believe the total transportation cost from a country origin in Indiana to an ultimate destination in Europe should be the same via all the Ports. We believe this kind of equalization is sound and justified from all of Central Freight Territory and West thereof.

Q. Have you developed what portion of the grain shipments shown on this exhibit originated in Central Territory?

A. No. I gave considerable thought to devising some way to separate shipments from Central Territory from other shipments but I could find no way to do it. In the case of Albany we were able to separate the water arrived grain from the rail arrived grain. A large volume of grain is handled by barge from Buffalo, etc., by way of the Erie Canal. We secured figures in Albany to enable us to separate the totals shown in "Waterborne Commerce of the U.S." Annual Report of Engineers, U. S. Army, which is the source of our information. Our contact with these export movements leads us to the belief that other than the water tonnage into Albany the great bulk of the total movement originated in Central Territory, or was reshipped from a Terminal Market, like Chica o, which is in

Central Territory, but statistical figures were not available to supply exact information on this point.

[fol. 3299] Q. In summary, what then is the position of the grain company which you represent?

A. As previously stated it is our view that the Atlantic Ports here involved should be equalized in the export rail rate adjustment. The ocean rates are now equalized, and the resulting through transportation costs would, as here urged, be the same from Central Freight Association Territory and West thereof to ultimate destinations in Europe.

[fol. 3300]

I.C.C. Exhibit No. 39

Before the

INTERSTATE COMMERCE COMMISSION

INVESTIGATION AND SUSPENSION
DOCKET NO. 6615

EQUALIZATION OF RATES AT
NORTH ATLANTIC PORTS

FOURTH SECTION APPLICATION NO. 32204

IMPORT AND EXPORT RATES FROM AND TO
NORTH ATLANTIC PORTS

PREPARED STATEMENT OF J. S. CHARTRAND
ON BEHALF OF THE
BOARD OF TRADE OF THE CITY OF CHICAGO
IN SUPPORT OF
EQUALIZATION OF THE NORTH ATLANTIC PORTS

Due date:

June 21, 1957

[fol. 3301]

VERIFIED STATEMENT OF J. S. CHARTRAND

My name is J. S. Chartrand. I am Manager of the Transportation Department of the Board of Trade of the City of Chicago, and have held this position since November 1, 1955. Prior to that date, I was Transportation Assistant for the Kansas City Board of Trade for seven years. I have been in transportation in the grain and milling industry for over twenty-five years. I am a registered practitioner.

This statement is made in behalf of the Board of Trade of the City of Chicago, a corporation existing under the laws of the State of Illinois, maintaining a grain exchange in that city where its members deal in various commodities including grain, grain products, by-products of grain and related articles to which this statement is directed. Its members are vitally interested in transportation rates and charges on export traffic by railroad to the North Atlantic Ports, and in support of the equalization of those ports as sought in this proceeding respectfully state:

I

GENERAL STATEMENT

This proceeding involves, among other things, export rates on Grain, Grain Products, Flour and related articles, from points in the Central Freight Association Territory to the North Atlantic Ports as described in Agent H. R. Hinsch's Freight Tariff 245-H, I.C.C. No. 4403. The origin territory is not solely confined to points in the C.T.R. territory, but also applies from points west thereof where export rates are composed of rate factors to gateways included in Tariff 245-H, to which is added the proportional [fol. 3302] or reshipping rate from the gateway to the respective North Atlantic Ports shown therein. The recognized gateways (hereinafter referred to as "gateways") include:

Milwaukee, Wisc.	Peoria, Ill.
Chicago, Ill.	St. Louis, Mo.

These four are the key gateways with others of lesser importance related thereto.

In according western origins the use of proportional or reshipping rates from the gateways, Milwaukee and Chicago are assigned to Group 100-A in the tariff for which proportional rates on grain to the North Atlantic Ports are quoted on page 195 of the tariff, as amended. Peoria is assigned Group 110-A for which rates on grain are quoted on page 196 of the tariff, as amended, when originating in origin territory classified as Trans-Mississippi Territory (per notes 25 and 26 thereon); Illinois-Iowa Territory (per notes 35 and 36 thereon); Indiana Territory (per note 38); Northwest Territory (per notes 40 and 41 thereon); or T-M.-N.W. Territory (per note 45). St. Louis is assigned to Group 117-A for which proportional rates to North Atlantic Ports are quoted on page 196 of that tariff, as amended. Therefore, from origins in the west, rates to the North Atlantic Ports are made up of gathering rates to these, or related gateways, plus the reshipping or proportional export rates east thereof.

In supplement 76 to C.T.R. Tariff 245-H, scheduled to become effective July 10, 1956, rail carriers serving northern ports, where a freight differential existed on Grain, Grain Products, Flour, etc., sought to establish the same export rates as were applicable to Baltimore thus equalizing all North Atlantic Ports. In retaliation, other rail carriers, serving ports enjoying a differential under New York, caused to be issued supplement 77 to the same tariff, sched- [fol. 3303] uled to also become effective on July 10, 1956, restoring the differentials in the same amounts as existed prior to July 10, 1956. This appeared to be the starting of a rate war between the two sets of carriers and the Interstate Commerce Commission, by order in Investigation and Suspension Docket 6615, suspended the effectiveness of supplements 76 and 77 pending the outcome of this proceeding. Therefore, both sets of carriers are now required to justify the rates published in these supplements—one seeking a complete equalization of all North Atlantic Ports on the Baltimore level—the other seeking the continuance of existing differential favoring certain of those ports. The

Board of Trade of the City of Chicago enters this proceeding supporting the equalization of all North Atlantic Ports for reasons hereinafter stated. In addition to our statement in behalf of the market, there are here submitted verified statements of several commercial witnesses likewise supporting this equalization.

II

ORIGIN TERRITORY WEST OF GATEWAYS

To conveniently show the territory Wheat, Corn, Oats, Rye and Barley are produced, we submit pages 1 through 5 of Appendix "A", attached hereto, maps showing the 1949 acreage of those grains issued by Bureau of the Census, U.S. Department of Commerce. At this point we call attention to the density of the dots (representing 10,000 acres each) in the 9 state area of:

North Dakota	Kansas	Missouri
South Dakota	Minnesota	Wisconsin
Nebraska	Iowa	Illinois

The importance of this 9 state area as a grain producing section of the United States will be hereinafter shown. [fol. 3304] Considering this 9 state area and its importance to the grain trade, page 6 is Map "A" upon which these states are circumscribed by a heavy black line. Within that area are shown the leading grain markets of:

Milwaukee, Wisc.	St. Joseph, Mo.
Chicago, Ill.	Omaha, Nebr.
Peoria, Ill.	Sioux City, Ia.
St. Louis, Ill.	Minneapolis, Minn.
Kansas City, Mo.	Duluth, Wisc.

It is through these markets that the predominant part of the production of the 9 states is handled. They stand in rate relationship to one another under our grain structure, which in turn places them in price relationship upon which the value of the grain is determined. In addition to being primary or price-making markets for country grain, Milwaukee, Chicago, Peoria and St. Louis are gate-

ways through which rates to the east are equalized. This system of rate equalization is highly important to the grain industry permitting a free movement from point of production to point of consumption or exportation. Therefore, since rates from the west are made on combinations over these gateways, it is important that proportional or reshipping rates east thereof be equalized to reach all North Atlantic Ports on the same basis. The matter of equalization and the necessity therefor will be discussed later. From Map "A" can also be seen the relationship between the western gateways of Milwaukee, Chicago, Peoria and St. Louis to the North Atlantic Ports of Boston, New York, Philadelphia, Baltimore and Norfolk. Geographically, the gateways are in direct line of movement to these eastern ports from the western grain producing territory.

[fol. 3305] The importance of the 9 state area is shown on page 7. Taking a 10 year average production of Wheat, Corn, Oats, Rye and Barley, a substantial percentage of total U. S. Production originates in these states. For example:

	Percent of U.S. Total
Wheat	46.8%
Corn	62.5
Oats	72.1
Rye	67.3
Barley	42.5
Total of these grains	60.7%

It is acknowledged that some of this production is susceptible to lake-vessel movement, but there is a sharp division between the portion that can move via lake and that destined to move via rail. For example: it will be noted that Illinois, Iowa and Missouri produced 1,149,378,000 bushel of corn. Their geographical location and rates on which corn moves necessitate rail movement to the Atlantic Seaboard. Considering Iowa corn, rates break over Chicago and the rail rates east thereof amount to. 18.9¢ per bushel to Baltimore and Norfolk, the lowest rated North Atlantic ports; 19.8¢ per bushel to Boston and New York, the highest rated ports. The combined lake-rail cost (in-

cluding miscelaneous charges for transfer, etc.) is 22¾¢ per bushel beyond Chicago precluding any normal movement via that route.

Rates and charges dictate the route, gateway or form of transportation used in the exportation of grain. There is no other phase of the grain business where transportation charges have as great an impact than on exports. First, not only are the individual firms in the United States competing with one another, but they are in direct competition with exporters all over the world. Secondly, a transportation cost-premium, however small, results in sizeable [fol. 3306] amounts in dollars and cents on the large quantities involved in a single cargo. Cargoes of 9,000 to 11,000 ton are common and freight differentials on this volume are more than nominal differences which an exporter cannot afford to absorb. A maxim might well be: "The freight transportation costs governs the free flow of grain from market to port of exportation." Under this theory, practically all free corn will move to Baltimore and Norfolk, lesser amounts to Philadelphia, and the least to New York and Boston. The impact of a freight differential in terms of cargo quantities will be shown later.

To evaluate the importance of western markets and gateways we refer to pages 8 to 10, inclusive, showing the receipts of major grains for the last five years. It will be noted that western markets within the 9 state area are the largest in the country and are in close proximity to country production. Considering the importance of these markets and their position within the 9 state area, we can see their dependancy upon the Milwaukee, Chicago, Peoria and St. Louis gateways and the need for proper equalization of export rates east thereof. Chicago has long been the key rate-making gateway to the east with Milwaukee, Peoria and St. Louis related thereto. Our concentration, herein, on a rate from Chicago is not in consideration of that gateway alone, but involves the other three gateways directly related thereto. The relation of those gateways and the equalization of export rates through each of them must continue for the benefit of the producer, the primary market, the gateways, the competing rail carriers and the North Atlantic Ports.

[fol. 3307] Page 11 shows grain elevator capacities at the North Atlantic Ports together with a break-down of the facilities at each. It will be noted that a new 2,000,000 bushel elevator at Norfolk will go into operation July 5, 1957 doubling the facilities at that port. Of a total of 26,175,000 bushel capacity at the five ports shown, 11,625,000 bushel at Boston, New York and Philadelphia amounting to 44.4% of the total are only available to western producers and markets upon payment of an inland freight premium by way of an export rate differential. Almost half of the facilities at the North Atlantic Ports cost the shipping public penalties in the form of higher rates. We believe we are entitled to the use of all these ports on an equal basis to permit a free flow of grain essential to the grain trade.

III

IMPORTANCE OF CHICAGO MARKET

While Chicago has heretofore been considered as a leading western grain market and gateway, we now examine the facilities there. Page 12 is a statement showing the capacity of principal grain elevators and mills as of June 15, 1957. It will be noted that 13 of those facilities are located on rivers which are part of the Inland Waterways. Further, that 10 are located on deep water able to receive grain from lake vessels. The purposes of showing this water connection is that the proportional or reshipping rates to the North Atlantic Ports apply on ex-lake and ex-barge grain per H. R. Hinsch's Tariff 245-H, note 20 therein, as amended. Therefore in analyzing the effect of port differentials at the North Atlantic Ports, we must consider grain arriving by lake and river in addition to rail arrivals. Barge grain originates down-state in Illi-
[fol. 3308] nois, Kansas City, Minneapolis, Port Cargill and St. Louis. Lake grain originates at Duluth, Superior, Ft. Williams and Port Arthur. When grain moving via these two forms of transportation are taken together with rail receipts from the 9 state grain producing territory west of Chicago, we have only then considered the total traffic directly affected by freight differentials to the North Atlantic Ports.

In order to show the importance of each mode of transportation, page 13 shows the total receipts of all grains received at the Chicago market for a series of years. It will be noted that there is a small percentage of truck receipts which traffic would be accorded local or flat rates east of Chicago upon reshipment. Since the local rate is very much higher than the proportional rate, it follows that this tonnage is not in a position to compete on export traffic. An examination of the waterways or river receipts for 1956 totaled 58,634,000 bushel, the second largest on record, thereby according Chicago low-cost inland transportation from country producing areas to the market. It is important to state here that this low inland transportation cost to Chicago changes the flow of export traffic that might otherwise be determined by strictly a rail rate structure. Stated differently, country origins ordinarily moving via the Gulf Ports for export on lower inland rail rates than obtain to the North Atlantic Ports, presently move via all-barge and truck-barge to the Chicago Market and rail beyond to the Atlantic Seaboard.

To portray the direction of the flow of grain from the Chicago Market we have prepared three statements on pages 14, 15 and 16 in Appendix "A". They show: Annual Total Rail Shipments from the Chicago Market, the Chicago [fol. 3309] Eastbound Rail Shipments, and the Percentage of Eastbound Rail Shipments to Total Rail Shipments. The natural flow of grain from the Chicago Markets on each of the grains shown is from west to east. Chicago, therefore, is in direct line of the natural flow of grain from the important 9 state producing area to the eastern territory. A point is here made to show this flow, for if the majority of Chicago's outbound rail shipments were to the west, we would have but very little interest in this proceeding.

It is admitted that these three pages reflect both domestic and export shipments to the east, but cannot be discounted completely because of that fact. It must be remembered that individual grain firms in the Chicago Market export direct to the North Atlantic Port—and also sell or merchandise to exporters either at the port or in the interior between Chicago and the Seaboard. For example: a Chicago grain firm may sell grain to a firm in Toledo who

in turn reships the grain for export at a later date. The Toledo firm buys in the Chicago Market when the price is favorable to him, then forwards at such later time as the export price brings him his greatest return. Likewise, a Toledo firm might be a miller or processor who reships in export channels flour or grain products to the Atlantic Seaboard. There are countless millers and processors in the states of Indiana, Michigan, Ohio, Pennsylvania and New York who buy regularly in the Chicago Market, and export their manufactured goods.

IV

EXPORT RATE STRUCTURE

Page 17 is a statement of Proportional Export Rates from Chicago to North Atlantic Ports for the last 10 years on Grain, Grain Products and Flour. It will be noted the [fol. 3310] varying differentials that obtain on the different commodities:

On	Philadelphia over Balt. & Norfolk	Boston & New York over Balt. & Norfolk
Grain	½¢	1½¢
Grain Products	1¢	3¢
Flour	1¢	2¢

Different commodities are given different differentials, i.e., Grain Products and Flour are 1¢ Philadelphia over Baltimore and Norfolk, yet Boston and New York are 3¢ over on Grain Products and 2¢ on Flour. It will be noted that the spreads indicated above have been the same through every Ex Parte level of rates since January 1, 1947.

A ½¢ or a 1½¢ differential per cwt., may not appear to be very much on the surface, yet on large quantities moving regularly in export channels amount to tremendous amounts in dollars and cents. Page 18 is a statement showing North Atlantic Port Differential Costs in dollars and cents per cwt., per ton, per carload, and per cargo in 3,000, 6,000 and 11,000 ton lots. Considering the evidence relating to a disregard for distance, port equalization at the Gulf, and equalization under the grain rate structure, we believe that

present rates developing a $3,300.00 penalty or disability per cargo against Boston and New York is unreasonable and unduly prejudicial to those ports and unduly preferential to Baltimore and Norfolk. Further, the $1,100.00 disability at Philadelphia is likewise unreasonable and unduly prejudicial to that port. What is here said relative to the disabilities on grain equally apply to the $1,800.00 arising on grain products and the $1,200.00 resulting on flour. As will be hereinafter shown, the circumstances and [fol. 3311] condition surrounding the exportation of these commodities, insofar as inland transportation is concerned, does not warrant the continued maintenance of North Atlantic Port differentials to the detriment of the shipping public bearing the charges or rail carriers seeking to serve the higher rated ports on a competitive basis.

V

GRAIN RATE STRUCTURE

The grain rate structure is different from that applying on other commodities in this proceeding. For the most part, class and general commodity rates are through one-factor rates from origin to port of exportation, whereas grain, grain products and flour move under a system of rates composed of separately established factors, when added together produce the total rate from origin to destination. In the 17000 part 7 *Grain Case,* 164 I.C.C. 619, 173 I.C.C. 511, 205 I.C.C. 301 and 215 I.C.C. 83, the Interstate Commerce Commission prescribed rates within the Western District composed of "gathering rates" from the country producing points to the primary markets. They also established intermarket proportional rates between the markets and from the primary markets to important gateways. The sum of these two factors resulted in rates from origin to the several gateways, and are applied in connection with export rates from the gateways to the various ports. An important part of this prescribed rate structure was the equalization of markets and gateways in order to assure a free flow of grain from origin to destination. The law of supply and demand cannot function unless there is complete freedom of the supply to reach all possible de-

[fol. 3312] mands. Likewise, a demand must be in position to call upon the largest supply attainable.

On pages 19 is shown the intermarket proportional rates from primary markets to the gateways of Milwaukee, Chicago, Peoria and St. Louis. It also shows the export proportional rates presently applying from those gateways to the several North Atlantic Ports. Page 20 is a statement showing the sum of these separately established factors resulting in an equalization of export grain rates from Western Markets via Milwaukee, Chicago, Peoria and St. Louis gateways to the Ports of Portland, Boston, New York, Philadelphia, Baltimore and Norfolk. From Kansas City, for example, the same total through rate obtains through Milwaukee, Chicago, Peoria and St. Louis. This affords an opportunity of each of these gateways, which are also important grain markets to vie for grain basing over Kansas City. Under this structure commonly called the "rate-break" system, grain comes to a common value at Kansas City, the pricing market, and thereafter Milwaukee, Chicago, Peoria and St. Louis can competitively buy there and subsequently export on an equal basis. Since grain comes to a common value at the primary market, we have disregarded the "gathering rates" from origin to the market. Not only do the four gateways mentioned have an equal opportunity to buy in the Kansas City market, but also every grain merchandiser, miller, and processor located between Kansas City and those gateways. Further, the same equality of position applies to grain buyers, millers and processors located between the gateways and the ports of exportation. Therefore, the law of supply and demand applies unhampered permitting as many interested purchasers as possible to be in a position to buy in the [fol. 3313] Kansas City market. For the producer, this is the ideal situation. The price at Kansas City, on which he is dependent is strong and firm due to the large number of purchasers buying in that market. Conversely, a market with a restricted number of buyers has a weak price resulting in a low return to the farmer. Stability of price and equality of position is key-note of the grain business. What has here been said regarding the Kansas City market equally applies at Omaha, Sioux City, Minneapolis and

Duluth whose export rates are equalized through Milwaukee, Chicago, and Peoria.

Equalization under the "rate-break" necessitates a disregard for distance in establishing the rates. If gateways and markets are to be in equal position, a strict adherence to mileage consideration must fall in establishing those rates. Page 21 is Map "B" showing Absolute Short Line Distances from Kansas City to the Port of Norfolk via Milwaukee, Chicago, Peoria and St. Louis. The St. Louis gateway develops the lowest mileage of 1266 miles with Milwaukee having 1499 miles, a difference of 233 miles. For convenience, we have utilized the absolute short line distances which vary but little from the short tariff route. In addition to the 233 mile difference between these two gateways, there are additional mileage differences when rail carriers having more circuitous routes compete with short line carriers both to the gateways and from the gateways. This is an important exercise of their managerial discretion permitting them to compete with carriers having a more direct route. Some of these competitive routes are discussed elsewhere.

[fol. 3314]

VI

DISTANCE CONSIDERATIONS ON EXPORT TRAFFIC

In order that the Commission might examine this market and gateway equalization thoroughly, we have set forth the entire picture on pages 22 and 23. It is a statement of Absolute Short Line Distances from Western Markets to Gateways and from the Gateways to the North Atlantic Ports—also Total Short Line Mileages from Western Markets direct and via Gateways to North Atlantic Ports—together with Average Short Line Mileages under Equalization compared to Direct Short Line Miles. Page 22 shows that from Kansas City to Norfolk the absolute short line mileages is 1255 miles. The short mileage via Milwaukee is 1499, via Chicago 1351, via Peoria 1291, and via St. Louis 1266 miles. The average short line miles via all four gateways is 1352 miles or 97 miles greater than the

direct absolute short-line distance. In following through with the Kansas City picture, it will be noted that average of the gateways exceeds the direct short line distance to Boston by 31 miles, to New York 45 miles, to Philadelphia 63 miles, to Baltimore 78 miles, and to Norfolk 97 miles. At the bottom of the page consideration is given to Sioux City where it will be noted there is very little difference between the average of the gateways over the direct mileage, i.e., to Boston 36 miles, New York 25, Philadelphia 28, Baltimore 23, and Norfolk 32 miles. Therefore the equalization under the rate-break system results in circuity in about the same degree—yet the total export rates from Sioux City to Boston and New York are 1½¢ per cwt., or $3,300.00 per cargo higher than through Baltimore and Norfolk. The facilities and accommodations of Boston and New York are denied to the Sioux City Market and all interested export buyers trading there—unless they absorb this freight differential. Again we reiterate, the export [fol. 3315] grain business is so competitive that it will not permit absorptions of these large amounts.

Since Chicago is the key rate-making gateway from the Western District to the North Atlantic Ports, we now examine some of the tariff routes. Pages 24 to 27, inclusive, show 10 tariff routes to each of the ports, the absolute short line distance, longest route, shortest route, and the difference of the longest route over the shortest, summarized as follows:

CHICAGO TO:

	Boston	New York	Philadelphia	Baltimore	Norfolk
Absolute Short Line Mileage	973	890	814	767	914
Longest Tariff Route	1195	1084	1138	1005	1185
Shortest Tariff Route	1001	918	827	804	954
Average Tariff Route	1083	978	1006	912	1073
Difference in Miles Longest v. Shortest Tariff Route	194	166	311	201	231
Longest Route Over A.S.L. Distance	222	194	324	238	271

From this it will be seen that the difference in miles longest v. shortest tariff route and also the longest route over the absolute short line distance is less to Boston and New York than to Philadelphia, Baltimore and Norfolk. In other words, the rail carriers serving Philadelphia, Baltimore and Norfolk have established routes with greater circuity than those serving Boston and New York. Considering, [fol. 3316] for example, the Chesapeake & Ohio's participation in joint routes to each of the ports, we find:

Port	Miles	Rate	Tarif Route from Chicago
Boston	1138	33¢	C&O(PMD)-East Buffalo-DLW-Binghamton D&H,-Mechanicville-B&M
New York	994	33¢	C&O(PMD)-East Buffalo-DLW.
Philadelphia	1031	32¢	C&O(PMD)-Buffalo-PRR.
Baltimore	1005	31.5¢	C&O(PMD)-Buffalo-PRR.
Norfolk	1160	31.5¢	C&O(PMD)-Toledo-C&O (CD)-Valley Crossing-N&W.

Their mileage route to Boston is less than to Norfolk; to New York is less than to Baltimore; and to Philadelphia less than to Norfolk. In spite of this, members of the shipping public are assessed a rate premium from ½¢ to 1½¢ for less service than obtains to the lower rated ports. Chicago, and western markets basing thereon, require as many ports as possible through which export shipments can move on an equal basis. Delays, congestion, embargoes, limited permits and facilities at Baltimore and Norfolk result in a failure to meet all of the requirements of the shipping public. The grain shipping public must have reasonable and non-prejudicial export rates. The above rates do not fulfill those requirements.

Page 28 is Map "C" showing absolute short line and average tariff route mileages from Chicago to The North Atlantic Ports, together with the present (Ex Parte-206) rates on export grain. It will be noted that below the line from Chicago to Boston there is shown the New York Central's actual single line distance of 1011 miles on which

a 33¢ rate is assessed. Also thereon is shown below the line from Chicago to Norfolk the Pennsylvania's direct [fol. 3317] distance of 1030 miles on which a rate of 31½¢ is assessed. In this proceeding the New York Central is seeking to establish a 31½¢ rate to Boston for less mileage on their railroad than the Pennsylvania has on their direct route to Norfolk. The New York Central is here attempting to meet their competition by publishing a rate equal to the Pennsylvania's for 19 less miles. The Chicago Board of Trade whole heartedly supports this equalization and believes it is thoroughly justified under these circumstances.

VII

EXPORT RATE RELATIONSHIP— NORTH ATLANTIC v. GULF

In order that the Commission may examine the equalization that obtains at the Gulf Port from the same Western Markets, we have set forth on page 29 a statement of their export grain rates and absolute short-line distances. It will be noted that from each western market the export rate to the 8 Gulf Ports are the same. The differences between the closest and most distant port ranges from 138 to 205 miles, thus permitting all 8 ports to equally serve each of the western markets and all carriers to compete for the traffic. Therefore, distance above has been disregarded in equalizing those ports.

Further the export rate on grain from Minneapolis and Duluth to the Gulf Ports is exactly the same as to Baltimore and Norfolk, namely, 56½¢. We have set forth on page 30 a comparison of distances to both export outlets. From Minneapolis the range is 15 miles greater to the Atlantic Seaboard than to the Gulf, but from Duluth, the range is 32 miles greater to the Seaboard than to the Gulf. The difference are comparable, the need is the same— therefore if equalization is accomplished to the North At- [fol. 3318] lantic Ports of Boston, New York and Philadelphia, as a result of these proceedings, it should be on the basis of preserving the equality of the 56½¢ rate level— not on a Boston basis of 1½¢ higher. Stated differently Boston, New York and Philadelphia should be revised

downward to the Baltimore level since the Gulf is equalized with it from Minneapolis and Duluth. To revise the rates by raising Philadelphia, Baltimore and Norfolk to a New York-Boston basis would disrupt this export rate relationship.

Following through with the theory that equalization of the North Atlantic Ports must be accomplished by reducing Boston and New York 1½¢ and Philadelphia ½¢ bringing all three ports down to the Baltimore and Norfolk basis. Baltimore and Norfolk export rate from Chicago of 31½¢ is exactly the same as Chicago to New Orleans. Page 31 is a statement of Tariff Routes and Mileages from Chicago to New Orleans moving on the 31½¢ (X-206) rate. The several rail carriers competing for this traffic develop a 240 mile difference, the longest over the shortest route. The average of the 10 routes is 1055 miles whereas the average to New York was 978. The shortest tariff mileage is 918 to New Orleans and 918 miles to New York. Therefore, since there has been established from Chicago a relationship of the Atlantic Seaboard to the Gulf through a 31½¢ rate, the equalization of the North Atlantic Ports must be accomplished by reducing the Boston, New York and Philadelphia rates downward to the Baltimore and Norfolk 31½¢ level not by raising the Baltimore, Norfolk and Philadelphia rates to the Boston and New York 33¢ level. To do so would disrupt the long established relationship between the Atlantic Seaboard and the Gulf Ports from Chicago, the key rate-making gateway.

[fol. 3319]

VIII

CONCLUSION

Therefore, due to the highly competitive nature of the export grain business, and the large dollar and cents penalties that arise from the maintenance of port differentials which cannot be absorbed, the Board of Trade of the City of Chicago whole heartedly supports the respondents seeking complete equalization of the North Atlantic Ports on a basis equal to the rates to Baltimore in order to preserve the existing relationship between the Atlantic Seaboard and the Gulf. Further, the existence of differentials in the

past have been unduly preferential to Baltimore and Norfolk and unduly prejudicial to Boston, New York and Philadelphia, causing the preponderance of grain movement to flow through the lower rated ports. That if, as the result of these proceedings export rates are made equal to all North Atlantic Ports, the grain trade throughout the Central Freight Association Territory and the Western District can and will utilize the facilities at Boston, New York and Philadelphia thus insuring a free and unhampered flow of grain from the great producing territory in the midwest so essential to a successful conduct of an expanding export trade.

[fol. 3320]

VERIFICATION

STATE OF ILLINOIS)
) ss:
COUNTY OF COOK)

J. S. CHARTRAND, being duly sworn, deposes and says that the foregoing statement and the exhibits accompanying same are true and correct to the best of his knowledge and belief, and that the exhibits were prepared by him or under his personal supervision.

/s/ J. S. CHARTRAND
J. S. Chartrand

Subscribed to and sworn to
before me, this 17th day of June 1927.

/s/ CARL E. ERICKSON
Notary Public

My Commission expires April 19-1960

(SEAL)

CERTIFICATE OF SERVICE

I hereby certify that copies of the foregoing verified statements and accompanying exhibits have been served (number of copies in parenthesis) by First Class United States Mail as shown on Appendix "B" hereof.

Dated at Chicago, Illinois this 20th day of June, 1957.

/s/ J. S. CHARTRAND
J. S. Chartrand, Of Counsel.

[fol. 3321]

APPENDIX "A"

TO

VERIFIED STATEMENT OF J. S. CHARTRAND

IN

INVESTIGATION AND SUSPENSION DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

FOURTH SECTION APPLICATION NO. 32204

IMPORT AND EXPORT RATES FROM AND TO NORTH ATLANTIC PORTS

STATEMENT OF INTERMARKET PROPORTIONAL RATES FROM WESTERN GRAIN MARKETS TO GATEWAYS OF MILWAUKEE, CHICAGO, PEORIA AND ST. LOUIS

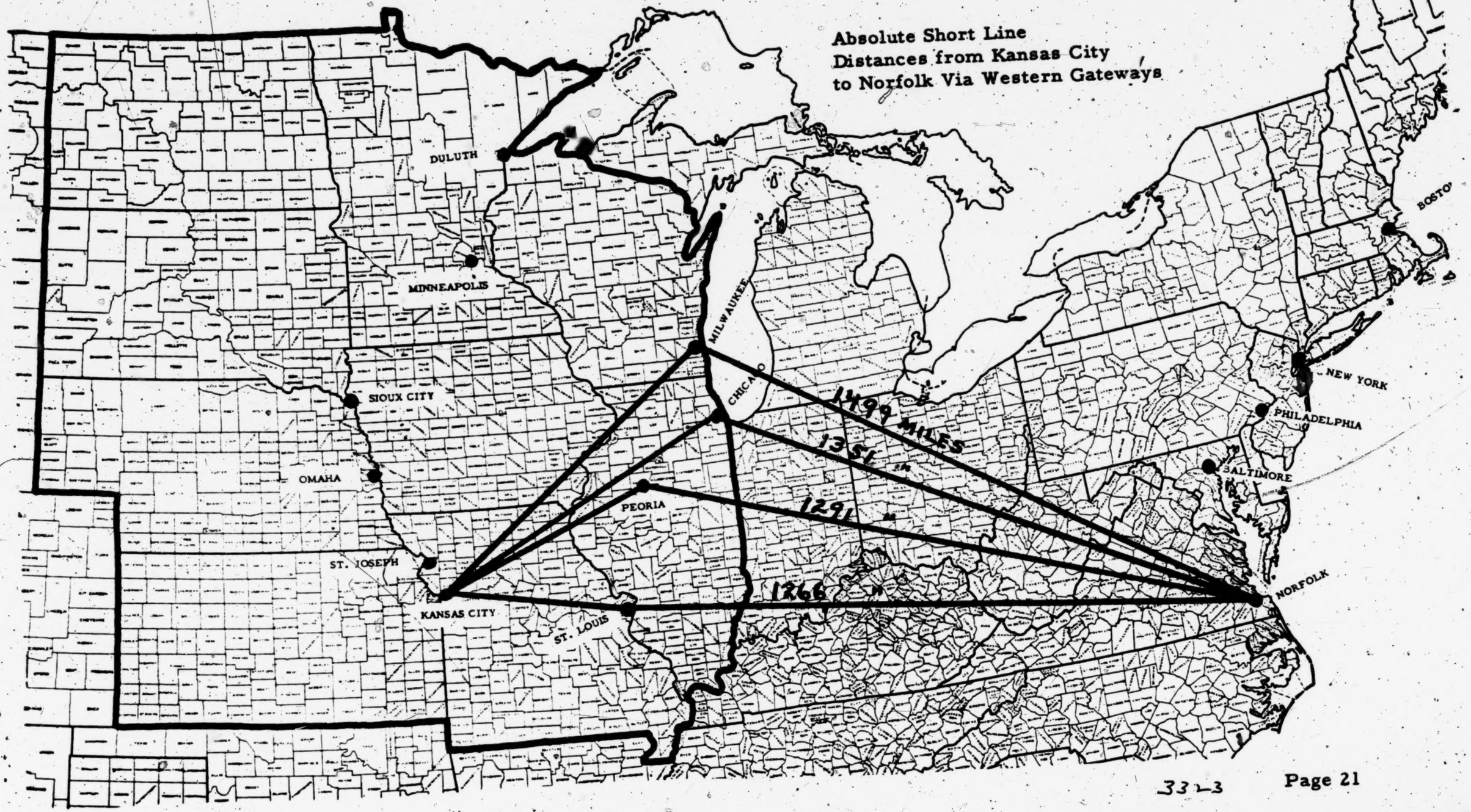
FROM / TO:		Milwaukee Gateway	Chicago Gateway	Peoria Gateway	St. Louis Gateway
Duluth	Minn.	25	25	25	
Minneapolis	Minn.	25	25	25	
Sioux City	Ia.	30 1/2	30 1/2	27	
Omaha	Nebr.	30 1/2	30 1/2	27	-
Kansas City	Mo.	30 1/2	30 1/2	27	23 1/2
Tariff Authority: Agent W. J. Pruetter's I.C.C. No. A-4179.					

STATEMENT OF GRAIN EXPORT PROPORTIONAL RATES FROM WESTERN GATEWAYS TO NORTH ATLANTIC PORTS

TO: / FROM:		Milwaukee Gateway	Chicago Gateway	Peoria Gateway (Ex-Northwest)	Peoria Gateway (Ex-Trans. Miss.)	St. Louis Gateway
Portland	Me.	33	33	33	36 1/2	40
Boston	Mass.	33	33	33	36 1/2	40
New York	N. Y.	33	33	33	36 1/2	40
Philadelphia	Pa.	32	32	32	35 1/5	39
Baltimore	Md.	31 1/2	31 1/2	31 1/2	35	38 1/2
Norfolk	Va.	31 1/2	31 1/2	31 1/2	35	38 1/2
Tariff Authority: Agent H. R. Hinsch's I. C. C. No. 4403.						

MAP "B"

Absolute Short Line
Distances from Kansas City
to Norfolk Via Western Gateways



STATEMENT OF ABSOLUTE SHORT LINE DISTANCES FROM WESTERN MARKETS TO GATEWAYS AND FROM GATEWAYS TO NORTH ATLANTIC PORTS - ALSO TOTAL SHORT LINE MILEAGES FROM WESTERN MARKETS DIRECT AND VIA GATEWAYS TO NORTH ATLANTIC PORTS - TOGETHER WITH AVERAGE SHORT LINE MILEAGES UNDER EQUALIZATION COMPARED TO DIRECT MILES

TO / FROM:	Via Milwaukee	Chicago	Peoria	St. Louis
Kansas City	500	437	323	276
Omaha	497	476	377	416
Sioux City	487	498	434	511
Minneapolis	325	395	402	524
Duluth	366	451	512	656
FROM: / TO:				
Boston	953	973	1083	1174
New York	881	890	988	1040
Philadelphia	878	814	912	964
Baltimore	831	767	849	891
Norfolk	999	914	968	990

FROM KANSAS CITY:	ASL Direct	Via Milwaukee	Via Chicago	Via Peoria	Via St. Louis	Gateway Average	Average Over Short Line
TO:							
Boston	1399	1453	1410	1406	1450	1430	31
New York	1289	1381	1327	1311	1316	1334	45
Philadelphia	1213	1378	1251	1235	1240	1276	63
Baltimore	1140	1331	1203	1172	1167	1218	78
Norfolk	1255	1499	1351	1291	1266	1352	97
FROM OMAHA:							
TO:							
Boston	1448	1450	1449	1460	-	1453	5
New York	1358	1378	1366	1365	-	1370	12
Philadelphia	1282	1374	1290	1289	-	1318	36
Baltimore	1226	1328	1243	1226	-	1266	40
Norfolk	1345	1496	1390	1345	-	1410	65
FROM SIOUX CITY							
TO:							
Boston	1440	1440	1471	1517	-	1476	36
New York	1368	1368	1388	1422	-	1393	25
Philadelphia	1313	1364	1313	1346	-	1341	28
Baltimore	1266	1318	1266	1283	-	1289	23
Norfolk	1401	1486	1412	1402	-	1433	32

2326 [fol.

STATEMENT OF ABSOLUTE SHORT LINE DISTANCES FROM WESTERN MARKETS TO GATEWAYS AND FROM GATEWAYS TO NORTH ATLANTIC PORTS - ALSO TOTAL SHORT LINE MILEAGES FROM WESTERN MARKETS DIRECT AND VIA GATEWAYS TO NORTH ATLANTIC PORTS - TOGETHER WITH AVERAGE SHORT LINE MILEAGES UNDER EQUALIZATION COMPARED TO DIRECT MILES

	ASL Direct	Via Milwaukee	Via Chicago	Via Peoria	Via St. Louis	Gateway Average	Average Over Short Line
FROM MINNEAPOLIS TO:							
Boston	1259	1278	1368	1485	-	1377	118
New York	1188	1206	1285	1390	-	1294	106
Philadelphia	1194	1203	1209	1314	-	1242	48
Baltimore	1156	1156	1162	1251	-	1190	34
Norfolk	1309	1324	1309	1370	-	1334	25
FROM DULUTH: TO:							
Boston	1274	1319	1424	1575	-	1439	165
New York	1203	1247	1341	1480	-	1356	153
Philadelphia	1209	1244	1265	1404	-	1304	95
Baltimore	1192	1197	1218	1341	-	1252	60
Norfolk	1365	1365	1365	1460	-	1397	32

TARIFF AUTHORITY:

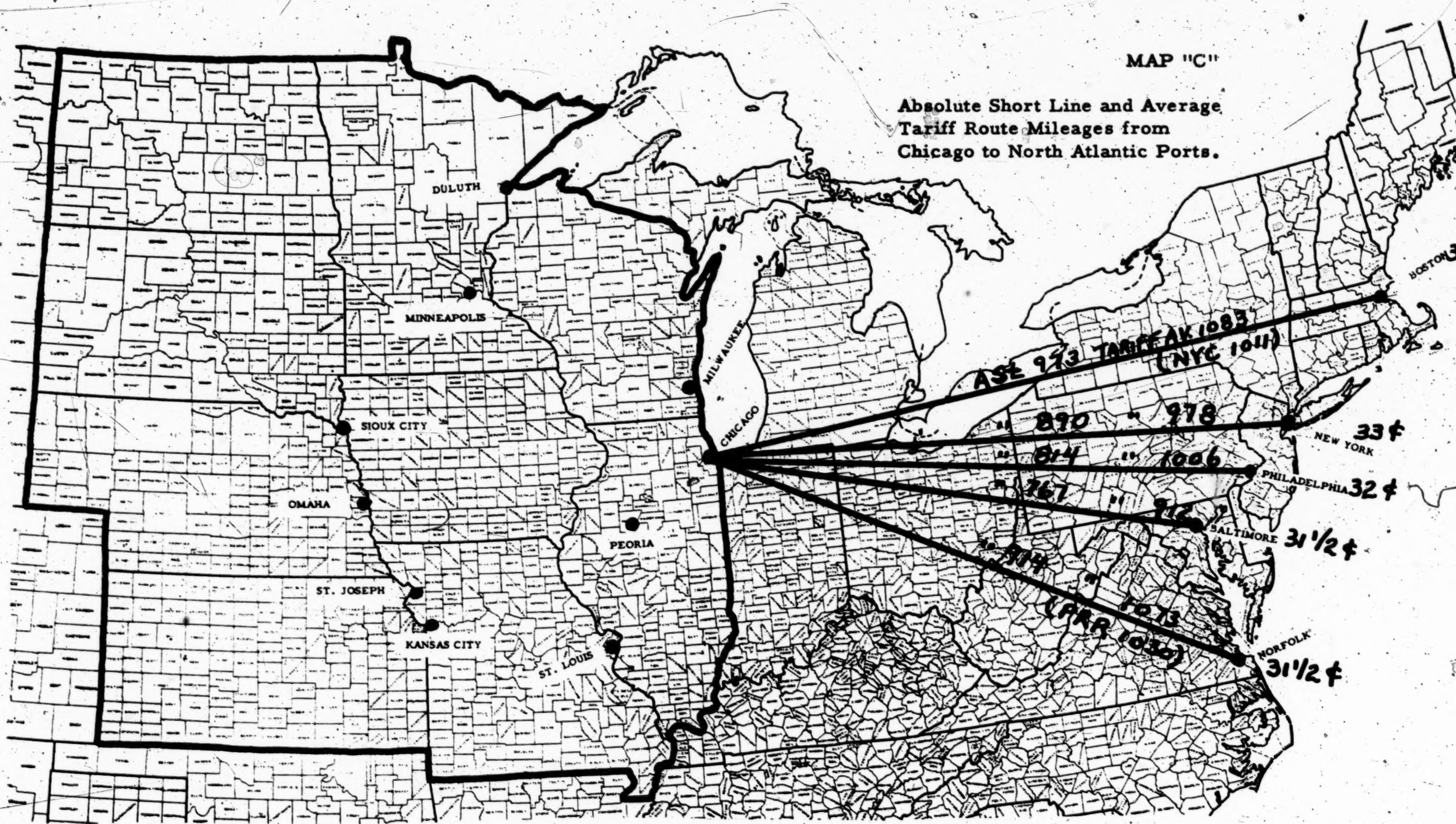
Agent W. J. Prueter's I. C. C. No. A-3929
Agent H. R. Hinsch's I. C. C. No. 4488 4487

3 3 L

[fol. 3325]

MAP "C"

Absolute Short Line and Average Tariff Route Mileages from Chicago to North Atlantic Ports.



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[fol. 3327]

I.C.C. Exhibit No. 40

(Letterhead of Farmers Grain Dealers Association, Chicago 4, Illinois.)

Verified Statement No. ——

Affiant: Ross L. Beal

Before the

INTERSTATE COMMERCE COMMISSION

INVESTIGATION AND SUSPENSION DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

FOURTH SECTION APPLICATION NO. 32204

IMPORT AND EXPORT RATES FROM AND TO NORTH ATLANTIC PORTS

VERIFIED STATEMENT OF ROSS L. BEAL

TITLE: GENERAL TRAFFIC MANAGER

FARMERS GRAIN DEALERS ASSOCIATION OF IOWA

Due date:
June 21, 1957

[fol. 3328] Pursuant to direction of Commission Order dated, October 18, 1956.

"This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness."

PRELIMINARY STATEMENT

This verified statement is submitted to support the respondent carriers' who are "proposing equalization of the port rates." The respondents are described in paragraph 1(b) of order of the Commission dated October 18, 1956 in Investigation and Suspension Docket No. 6615.

I

My name is Ross L. Beal, and I am the General Traffic Manager of the Farmers Grain Dealers Association of Iowa, an Iowa corporation, with principal office at 1101 Walnut Street, Des Moines, Iowa, and with offices in Chicago, Illinois at 141 West Jackson Boulevard.

II

The Farmers Grain Dealers Association of Iowa is a cooperative association of 334 country elevators located in the states of Iowa and Minnesota. We merchandise for the account of the country member elevators as well as for the cooperative alone. In the merchandising of grain, we are greatly interested in the exportation of grain through the various ports inclusive of the Atlantic Ports, and have made shipments to Atlantic Ports for purposes of exportation, either for our own account; for the government [fol. 3329] (Commodity Credit Corporation), or to exporters located at the Atlantic Ports who, in turn, forward these in export movement to foreign countries of destination.

The Farmers Grain Dealers Association of Iowa operates grain elevators in Des Moines, Iowa, aggregating 7,000,000 bushel capacity and a grain elevator in Chicago, Illinois, of 2,000,000 bushel capacity.

Our experience in the exportation of grain has disclosed that it is needful, in order to effect an export sale and remain competitive, that such sale be based upon export cost of movement via the lowest rated port, inclusive of the rail charge to the port. Stated otherwise, to be competitive, export sales must be made, under normal circumstances, only on the basis of the lowest rail rated port or ports as ocean rates from the Atlantic Ports are the same to the various foreign ports of destination. Grain merchandising requires the closest possible scrutiny of cost of transportation.

III

Affiant Ross L. Beal has been in the capacity of General Traffic Manager of the Farmers Grain Dealers Association of Iowa since January 1, 1957. Prior to that date, affiant was associated with Inland Mills of Des Moines, Iowa as Traffic Manager, a firm engaged in the milling and feed manufacturing business; the Standard Milling Company of Kansas City, Missouri, where affiant was engaged in various transportation capacities inclusive of Traffic Manager. Prior thereto, affiant was employed in various traffic capacities with other grain and/or milling organizations. In all, the transportation experience of affiant, in matters involving grain and grain products, covers approximately 35 years.

[fol. 3330] The present duties of affiant, among others, require over-all supervision of rates, charges and routing of grain which is handled by the Farmers Grain Dealers Association of Iowa, inclusive of export traffic.

IV

Under a system of export rates which will provide for rail rates to New York and Boston equal in amount to that existing at Baltimore today, we will utilize such ports as

New York and Boston freely and will not be limited (as is true today) with respect to export commitments with only certain favored ports competitively situated.

In our experience, there is no material difference in the rail service either to Boston or to other ports mentioned herein. The transit time and other rail transportation factors are relatively equal as far as commercial users are concerned. We consider equality of the Atlantic Ports to be of utmost value to our company. It is important to us that we should be able to have a free flow of grain in export channels irrespective of which of the Atlantic Ports is used in the course of movement.

[fol. 3331] VERIFICATION

State of Illinois)
) ss
County of Cook)

Ross L. Beal being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his knowledge and belief, and that the statement was prepared by him or under his personal supervision.

/s/ Ross L. Beal
Signed Ross L. Beal

Subscribed to and sworn to before me, this 17th day of June, 1957.

/s/ Carl E. Erickson
Notary Public
My Commission expires April 19 - 1960

[Stamp—Carl Erickson, Notary Public, Cook County, Ill.]

[fol. 3332]

I.C.C. Exhibit No. 41

NORRIS GRAIN COMPANY
1637-1640 Board of Trade Bldg.
CHICAGO 4

Verified Statement No. ——

Affiant: Val M. Conley

Before the

INTERSTATE COMMERCE COMMISSION

INVESTIGATION AND SUSPENSION
DOCKET NO. 6615

EQUALIZATION OF RATES AT
NORTH ATLANTIC PORTS

FOURTH SECTION APPLICATION NO. 32204

IMPORT AND EXPORT RATES FROM AND TO
NORTH ATLANTIC PORTS

VERIFIED STATEMENT OF VAL M. CONLEY

TITLE: MANAGER OF TRANSPORTATION
DEPARTMENT

NORRIS GRAIN COMPANY

Due date:
June 21, 1957

[fol. 3333] Pursuant to direction of Commission Order dated October 18, 1956

"This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness."

OPENING STATEMENT

This verified statement is submitted in support of those respondent carriers which "propose equalization" of port rates as set forth in paragraph I (b) of the Commission Order dated the eighteenth day of October, 1956, A.D., in Investigation and Suspension Docket No. 6615.

I

My name is Val M. Conley. I am the Manager of the Transportation Department of the Norris Grain Company, with principal offices at 141 West Jackson Boulevard, Chicago 4, Illinois. The Norris Grain Company is a dealer and merchandiser in grain, with elevator facilities located in Chicago, Illinois of 4,950,000 bushel capacity, which facilities are so located that they may receive grain via rail or via water transportation, and they may forward grain by such modes of transportation. In addition to these facilities, Norris Grain Company has elevator facilities located in other cities. The Norris Grain Company, as grain dealers and elevator operators and merchandisers of grain, are vitally interested in both export and domestic traffic, inclusive of exportation through Atlantic Ports at the eastern seaboard. In the handling of grain, we have handled for our own account, for the account of [fol. 3334] the government (Commodity Credit Corporation) and for other parties, grain for export.

II

RELATIVE VOLUME OF GRAINS TO TOTAL GRAINS IN EXPORT TRAFFIC SHIPPED OUT OF NORRIS GRAIN COMPANY DURING THE PERIOD JUNE 1, 1956 to MAY 31, 1957 INCLUSIVE.

In order that there may not be a disclosure of private business transactions, it will be the purpose of this statement which follows to deal in round figures of approximations. It is, nonetheless, percentage wise altogether correct. Of the movement somewhat in excess of 2,000,000 bushels, 67% represents corn movements to Atlantic Ports for export, 24% represents wheat exported, and 9% represents oats exported. This will show that the preponderant movement of grain from Chicago is in the corn category. Additionally, the distribution of the grains through the various ports at the Atlantic Seaboard for the period June 1, 1956 to May 31, 1957, inclusive, indicates that 53% moved through the ports of Baltimore and Norfolk, which are identically rated and the lowest rated ports at the Atlantic Seaboard. The next two ports of export in point of volume are Philadelphia and Albany, both of which take the same rate, but at 1½¢ higher level than exists at the ports of Baltimore and Norfolk. Here we find that 25% of total went through these ports. When via New York and Boston, we find that only 22% of the total moved through these, the highest rated ports.

[fol. 3335] III

As most of my personal experience in transportation has been in railroad circles and directly related to traffic matters, I do not have an extensive background of transportation from an industrial standpoint. Nevertheless, I have been in my present capacity with the Norris Grain Company for the past two years and the data which has hereinbefore been shown was prepared under my own direction or by me personally.

IV

Freight rates govern the movement of grain to the ports for export. Grain merchandising is done on such a narrow margin that it would be economically impossible to competitively deal in the merchandising of grain except at such ports as are so situated that grain may be forwarded without penalty. In such instances where small amounts of grain move through other ports these will arise out of the conditions beyond which any shipper may have reasonable control, and therefore, would be a like disability for all shippers. Having in mind that ocean rates from the Atlantic Seaboard are the same from all Atlantic Ports, the only remaining factor to be considered is the transportation charge from the point of shipment (Chicago) to the export port via rail. The percentage figures shown above with respect to distribution of grain movement via the several Atlantic Ports substantiates the statement.

V

As a shipper of grain and as a merchandiser of grain, [fol. 3336] it is obvious that if all ports were on an equal cost basis, we could ship via any or all of the Atlantic ports. This would be of utmost value to us as shippers of grain, rather than be subject to the local conditions that inhere in a single or a few ports of exportation. The rail service to Boston and New York ports have been, and are, comparable to the service rendered to Baltimore, Norfolk or Philadelphia. It is also significant to note that the distance over the Pennsylvania Railroad from Chicago to Norfolk is 1030 miles, whereas the distance from Chicago to Boston over New York Central System Lines is but 1011 miles. We do not here propose to submit the mileage data supporting these statements, but they will be found in the prepared statement and exhibits attached to verified statement of J. S. Chartrand, Manager of Transportation Department of the Board of Trade of the City of Chicago. We, Norris Grain Company, have memberships in the Board of Trade of the City of Chicago.

[fol. 3337] VERIFICATION

State of Illinois)
) ss
County of Cook)

Val M. Conley being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his knowledge and belief, and that the statement was prepared by him or under his personal supervision.

(Signed) VAL M. CONLEY

Subscribed to and sworn to before
me this 19th day of June, 1957.

/s/ FLORENCE M. GENIN
Notary Public
My Commission expires March 15 1958

I.C.C. Exhibit No. 42

Letterhead of Rice Grain Corporation, Chicago 4, Ill.)

Verified Statement No.

Affiant: William P. Conrad, Jr.

Before the

INTERSTATE COMMERCE COMMISSION

INVESTIGATION AND SUSPENSION
DOCKET NO. 6615

EQUALIZATION OF RATES AT
NORTH ATLANTIC PORTS

FOURTH SECTION APPLICATION NO. 32204

IMPORT AND EXPORT RATES FROM AND TO
NORTH ATLANTIC PORTS

VERIFIED STATEMENT OF:
WILLIAM P. CONRAD, JR.

TITLE: TRAFFIC MANAGER

[fol. 3339] Pursuant to direction of Commission Order dated October 18, 1956:

"This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness."

I

My name is William P. Conrad, Jr. I am employed by the Rice Grain Corporation, a Corporation existing under and by virtue of the laws of the State of Illinois with principal office located at 141 W. Jackson Boulevard, Chicago 4, Illinois. I have been in the capacity of Traffic Manager for this Corporation since May 1, 1957.

The Rice Grain Corporation began operating a 6½ million bushel grain elevator in the Lake Calumet region of Chicago, Illinois on June 10, 1957. My prior experience in traffic is as follows:

Immediately prior to my present employment, I was associated with the Illinois Grain Corporation as assistant to the Traffic Manager of that corporation for a period of 6½ years. The Illinois Grain Corporation is also a corporation engaged in grain merchandising and elevator operation.

Previous traffic experience includes employment with other grain firms. Altogether, I have been in grain merchandising and grain traffic work for a period of over 10 years.

My duties in my present capacity require the supervision and direction of matter affecting the transportation of grain by various modes of transportation as best serves the interest of the Rice Grain Corporation.

[fol. 3340] II

The Rice Grain Corporation, being only recently established with physical properties through which grain might be handled, is not in a position to show a past experience as to the distribution of tonnage to the various Atlantic ports or for other ports. However, the facilities of the Rice Grain Corporation are amply provided with modern equipment for efficient handling of grain by any mode of transportation.

The Rice Grain Corporation will be engaged in the field of exportation of grain as well as in the field of domestic merchandising. My prior experience in the handling of grain when affiliated with other grain merchandising organizations and the economics of grain merchandising, dictate that the flow of traffic through an Atlantic port would, under normal circumstances, only be through such port or ports as will provide the lowest total transportation charge from Chicago to ultimate export destinations.

Under present rate structures, this means that, from Chicago, Illinois grains moving to the Atlantic Seaboard will principally flow through the ports of Baltimore or Norfolk as ocean rates from Atlantic ports are generally equal in amount to the export destination point, but the rail rates are higher to north Atlantic ports.

III

As the rail service rendered to the various north Atlantic ports is comparable to the rail service rendered to the lower Atlantic ports, and as ocean charges are the same from all Atlantic ports, it follows that the greater the number of [fol. 3341] ports available for exportation at equality of transportation cost, the fewer will be the occasions for congestions and delays at Atlantic ports presently enjoying a lower total transportation cost due solely to differences in the rail proportional rate from Chicago, Illinois.

IV

As earlier stated, we are a newly created organization in the grain business so we can not attest to the extent of our

business that is presently reflected in export traffic. However, overseas destination sales will be an important factor in our business and the equality of rates to New York and other North Atlantic ports will be a matter of utmost importance to our Company to be on a competitive basis. If the present differential basis continues we will be forced to use Baltimore and Norfolk. We can not absorb the higher inland freight costs to Philadelphia, New York and Boston. If, however, a complete equalization results from these proceedings, we will use the latter ports because of that equality.

V

This verified statement is, therefore, submitted in support of the proposal of North Atlantic rail carriers, which carriers seek to publish rates to North Atlantic ports the same as presently apply to Baltimore, Maryland and Norfolk, Virginia.

[fol. 3342] VERIFICATION

State of Illinois)
) ss
County of Cook)

William P. Conrad, Jr. being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his knowledge and belief, and that the statement was prepared by him or under his personal supervision.

/s/ William P. Conrad, Jr.
William P. Conrad, Jr.

Subscribed to and sworn to before me this
17th day of June, 1957.

/s/ A. M. Tully
Notary Public
My Commission expires June 22, 1957

[fol. 3343]

I.C.C. Exhibit No. 43

(Letterhead of Illinois Grain Corporation, Chicago, 4, Ill.)

Verified Statement No. ———

Affiant: Thomas J. Crowe

BEFORE THE
INTERSTATE COMMERCE COMMISSION

INVESTIGATION AND SUSPENSION
DOCKET NO. 6615
EQUALIZATION OF RATES AT
NORTH ATLANTIC PORTS

FOURTH SECTION APPLICATION NO. 32204
IMPORT AND EXPORT RATES FROM AND TO
NORTH ATLANTIC PORTS

VERIFIED STATEMENT OF: THOMAS J. CROWE

TITLE: VICE PRESIDENT &
TRAFFIC MANAGER

COMPANY: ILLINOIS GRAIN CORPORATION

DUE DATE:
JUNE 21, 1957

[fol. 3344] Pursuant to direction of Commission Order dated October 18, 1956

"This Statement is Verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness."

OPENING STATEMENT

The undersigned party in behalf of his corporation is offering this verified statement in support of the respondent carriers' who are "proposing equalization of the port rates". The respondents to which we refer are such respondents as are described in Paragraph 1(b) of the order of the Commission dated October 18, 1956 in Investigation and Suspension Docket No. 6615.

I

My name is Thomas J. Crowe. I am Vice President and Traffic Manager of the Illinois Grain Corporation, 141 West Jackson Boulevard, Chicago 4, Illinois, which is the principal office location of the Illinois Grain Corporation. I have held the position of Vice President and Traffic Manager since May 5, 1949. Prior to that date I was Traffic Manager of E. R. Bacon Grain Company, Chicago, Illinois for 22 years and employed by E. R. Bacon Grain Company for 29 years. I have been associated with the grain business for 37 years.

[fol. 3345]

II

The Illinois Grain Corporation is a corporation organized under the Illinois State laws and affiliated with the Illinois Agricultural Association which is the State Farm Bureau Organization in Illinois.

The corporation owns and operates a 6,500,000 terminal elevator in the Lake Calumet Harbor. The corporation

also owns and operates four elevators on the Illinois River and one elevator on the upper Mississippi River and one elevator at Tampa, Florida.

It has a membership of 159 farmer cooperative elevators in Illinois who own stock in this corporation. The corporation and its member companies ship large quantities of grain. Its purpose in this proceeding is to represent and protect the business interests of the farmers of Illinois through the cooperative handling of grain for member elevator companies and Illinois farmers. One of the purposes of this corporation is to deal in the exportation of grain or sales to other exporters located at export points.

We are interested in seeing the equalization of rates and charges to Atlantic Ports as it affords more opportunity to handle our grain through to export destination without the limitation of one or just a few outlets. Additionally, we can reach more export buyers of grain if exporters at the other North Atlantic Ports can compete with Baltimore.

III

While the nature of our business is highly competitive and we do not desire to disclose the full extent of our for- [fol. 3346] warding from Chicago elevators for export, suffice it to say that during the calendar year 1956 the Illinois Grain Corporation, for its account or for the account of others, forwarded to the Atlantic Seaboard for export via rail approximately 2,000,000 bushels of grain. As stated, the precise volume is not shown, as we do not wish to disclose such information for competitive reasons. However, the following percentage figures are accurate as a reflection percentage-wise of the respective grain handled to the total actually shipped.

To the Ports of Baltimore and Norfolk	87%
To all other North Atlantic Ports	13%

The above reflects the distribution of the volume of grain handled and is submitted to show the Commission that, preponderantly, the movement of rail grain for export purposes to the Atlantic Seaboard is channeled to the lowest rated ports.

IV

Chicago is the principal market gateway for a very large percentage of the principal grain produced in the state of Illinois. The primary rate structure both with respect to domestic and export is geared to the Chicago gateway from a very substantial portion of the state and related to the Chicago structure elsewhere. Accordingly, this area (in which a vast portion of the nations grain supply is produced) is extremely interested in the Atlantic Seaboard and the facilities for exportation thereat. The fact that the present rate level limitations exist there is also a like limitation of the use of the Atlantic Seaboard for export purposes. This causes an unwarranted hardship upon producers his- [fol. 3347] torically using the Chicago gateway in the disposition of their grain as we are not at all times able to make shipments in export channels due to the inability of securing permits at the ports of Baltimore and Norfolk. This, in turn, requires the retention of grain in storage at Chicago until such a time that we are notified that export permits are available for the forwarding of grain and that commitments have been made enabling the release of the grain from the Chicago elevator facility into rail equipment for forwarding for ports of Baltimore or Norfolk, as the case may be.

V

We have hereinbefore evidenced a very great interest in the matter of total equalization and wish here to assert that if the ports at the Atlantic Seaboard are all equal we will use New York and Boston just as readily as we will use Baltimore and Norfolk as the rail transportation with respect to transit time and other factors are the same to Boston as they are to Baltimore. What has been said hereinbefore also emphasizes the fact that the freight costs are an extremely important item in a sale of grain especially in export commitment and the free and equal use of the Atlantic Seaboard Ports, at the present Baltimore levels of rate, would encourage the utilization of these ports in export traffic.

[fol. 3348] VERIFICATION

State of Illinois)
) ss
County of Cook)

THOMAS J. CROWE, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his knowledge and belief, and that the statement was prepared by him or under his personal supervision.

(Signed) THOMAS J. CROWE

Subscribed to and sworn to before
me, this 19th day of June, 1957.

/s/ ERNST O. LAUSCHKE
Notary Public
My Commission expires 5/20/61

[fol. 3349]

I.C.C. EXHIBIT NO. 44

TESTIMONY OF WITNESS FOR ALBANY PORT DISTRICT COMMISSION IN DOCKETS NOS. I&S 6615 AND F.S.A. 32204.

My name Frank W. Dunham, Jr. I am General Manager of the Albany Port District Commission at Albany, N. Y.

As General Manager it is my duty and responsibility to manage the operations of the port properties and facilities of the Albany Port District Commission, located at Albany, N. Y., and across the river in Rensselaer, N. Y.

My duties are performed under the direction of the Albany Port District Commission.

I have been General Manager since January 16, 1952. My previous experience included work in maritime transportation and cargo surveying operations.

THE ALBANY PORT DISTRICT COMMISSION

The Albany Port District Commission is a body corporate, established pursuant to Chapter 192 of the Laws

of the State of New York, 1925, and is charged with the duty of administering the affairs of the Albany Port District. The Commission is vested with power and authority over the survey, development, control and operation of port facilities in such port district and the coordination thereof with existing or future agencies of transportation, with a view to the increase and efficiency of all such facilities and the furtherance of commerce and industries in the district. The duty was imposed on the Commission to prepare a comprehensive plan of port development, and pursuant to such statutory duty the Commission has provided a modern well-equipped port at Albany.

Under the statute creating it the Albany Port District Commission has five members who are appointed by the Governor of the state upon nomination of the Mayor of the city of Albany as to four of the members and of the [fol. 3350] Mayor of the city of Rensselaer as to one member.

The Albany Port District which was created under the same state law as the Albany Port District Commission embraces the city of Albany and the city of Rensselaer and all lands and water, in the Hudson River contiguous thereto, the district being primarily a taxable district in connection with the development and maintenance of the port and port facilities at Albany.

The Albany Port District Commission, as a state agency charged with the duty of developing and maintaining the Port of Albany, is vitally concerned in having this port given its proper place in the north Atlantic differential, port-rate adjustment, and is, therefore, vitally concerned in seeing that it is afforded reasonable and not unlawfully discriminatory rates in the present proceeding.

Its position is that the rates here involved to and from the Port of Albany should be equalized with those to and from the Ports of Baltimore and Hampton Roads, from and to so-called differential territory.

HISTORY OF THE PORT OF ALBANY

Early in the history of this country, Albany enjoyed a large commerce and was an important port. Its importance stemmed largely from the fact that in 1825 the Erie Canal, extending from a point on the Hudson River just north of Albany to a junction with Lake Erie near Buffalo, N. Y., was opened for traffic. As time passed, however, the sloops and schooners serving Albany were superseded by steamships of greater draft which could not be navigated on the Hudson River to and from Albany. Ocean commerce at that port was, therefore, almost completely diverted to other ports.

In 1915 an Act was passed by Congress providing for investigation into the propriety and need of improving the Hudson River to Albany. An investigation was conducted [fol. 3351] by the Army Engineers who recommended deepening of the Hudson River but included a further recommendation that through appropriate state authority there should be constructed at Albany suitable terminals and other facilities of a modern well-equipped port.

Congress pursuant to such recommendations authorized the widening and deepening of the river subject to the condition recommended by the Army Engineers. Thereafter, pursuant to such authority the Hudson River channel was widened where necessary to a width of 300 feet up the river to Hudson, N. Y., and thence with a width of 400 feet through rocks and cuts and 300 feet elsewhere to the Albany Port District Commission property. The channel provided was 27 feet deep at mean low water.

As previously pointed out, the Albany Port District Commission in complying with the condition above referred to, constructed a modern efficient port, including suitable terminals, docks, warehouses, a grain elevator, and a belt line railroad connecting the terminals with the railroads entering the Albany Port District.

The reestablished Port of Albany was opened in 1932. However, the Port Commission soon found that the port would be dealt with by the railroads on a dry land rate basis and would thus be excluded from the port rate differential adjustment in existence at the north Atlantic

ports, unless relief were granted by the Interstate Commerce Commission. The Albany Port District Commission, therefore, filed a complaint in docket No. 26869 with the Interstate Commerce Commission on January 31, 1935. As a result, this Commission granted substantial relief, and as to export, import, coastwise, and intercoastal traffic between the Port of Albany, on the one hand, and central territory and western trunkline territory, on the other, found that Albany port rates higher than those in effect on such [fol. 3352] traffic to and from the Port of Philadelphia were unreasonable and unduly prejudicial under sections 1 and 3 of the Interstate Commerce Act. Other relief was also granted. The case is reported in *Albany Port District Comm.* v. *Ahnapee & W. Ry. Co.*, 219 I.C.C. 151.

Further consideration has been given to deepening the channel of the Hudson River to the Port of Albany. Modification of the present project to provide a channel 32 feet deep between the upper limits of New York City and Albany has been recommended to Congress by the Chief of Engineers.

LOCATION OF PORT OF ALBANY—AVAILABILITY BY RAIL AND WATER FROM INTERIOR POINTS.

The Port of Albany is located at tidewater on the Hudson River 143 miles from New York Harbor. Its location as compared with other north Atlantic ports is shown by the map which I am attaching as *Ex.* (FWD-1) ——.

Rail service. The Port of Albany is served by the New York Central Railroad system and the Delaware and Hudson Railroad corporation. The former reaches the port on both the Albany and Rensselaer sides of the river and the latter on the Albany side. They connect with the Port Commission belt railroad through which the docks and principal facilities at the port are reached. The Port Commission operates the belt railroad on the west side of the port and the New York Central uses the Port Commission's rails on the east side of the port.

Points in differential territory can be reached through the New York Central system and its connections and by the Delaware and Hudson and its connections. While trunk-

line territory and New England territory are not here involved, these territories are also served by the two railroads mentioned and their connections.

[fol. 3353] *Rail water-level route.* There is available from Albany to differential territory a water level route by railroad, the New York Central system, as contrasted with routes requiring operation over mountainous terrain from other north Atlantic ports, such as Philadelphia, Baltimore, and the Hampton Roads ports. The Interstate Commerce Commission in *Albany Port District Comm. v. Ahnapee & W. Ry. Co.*, 219 I. C. C. 151, 154, in referring to this water level route said:

> "Lines of the New York Central system extending westward follow generally the route of the Barge Canal from Albany to Buffalo and Niagara Falls, N. Y., thence along the north and south shores of Lake Erie through Detroit, Mich., and Toledo, Ohio, to Chicago. This route, commonly spoken of as the water level route, probably enjoys the most favorable operating conditions of any of the routes between the eastern seaboard and central territory."

Water service. The Port of Albany is served from interior points not only by railroad but by inland waters. The original Erie Canal has within recent years been enlarged and improved and is part of the New York Barge Canal system. This system joins the Hudson River a short distance above the Port of Albany and extends westward to Buffalo, N. Y., on Lake Erie, a distance of 363 miles, with a branch extending to Oswego on Lake Ontario, a distance of only 196 miles from Albany.

The Port of Albany is located nearer to the Great Lakes than any other north Atlantic port and, except for New York, is the only north Atlantic port which has available service by inland waters to or from any part of differential territory.

Water carrier service through the New York Barge Canal system is available approximately 8 months of the year.

The Port of Albany is served by numerous ocean-going vessels. The greater percentage of these are oil carriers serving the large terminals of oil companies at the Port [fol. 3354] of Albany in an area on both sides of the river adjacent to the properties of the Albany Port District Commission.

Service on the Hudson River has been performed almost continuously throughout the year. The situation is described in the 1955 Annual Report of the Albany Port District Commission as follows:

> "The Port of Albany remained open to navigation throughout the winter of 1954-55. Thirty-two vessels called at the port during the month of December, thirteen in January and twenty in February. Since the spring of 1948, the port has been closed to navigation because of ice conditions for only one month—February 1951. This, of course, is attributable to a great extent to the comparative mildness of recent winters, but the assistance rendered by United States Coast Guard icebreakers has also been very helpful. During the last winter the Coast Guard vessels *Westwind* and *Firebush* were on duty for this service in the Hudson River between New York and Albany. Obviously, the Commission cannot make an advance guarantee of an 'open winter' to shipping interests, but the experience of recent years, as outlined above, has been most gratifying."

FACILITIES AT THE PORT OF ALBANY

As previously pointed out, the Albany Port District Commission, as part of its comprehensive plan of port development conditioned on the deepening of the Hudson River, has established a modern efficient port. The major construction was completed when the port was dedicated on June 6, 1932. Improvements embracing various types of port terminal facilities have progressed from April, 1926, to the present time.

The development by the Port Commission on both sides of the Hudson River is near the southerly boundaries of the cities of Albany and Rensselaer. The property includes 217 acres on the Albany side with a waterfront of 5,616 feet

and 106 acres on the Rensselaer side with a waterfront of [fol. 3355] 2,605 feet, or a total on both sides of 323 acres, and 8,221 feet of waterfront along the pierhead line, not counting the turning basin waterfront. Much of this property was reclaimed by depositing material dredged from the river in deepening and widening the channel.

Docks. The Port Commission has completed approximately 5,400 feet of docks, 4,200 feet being on the Albany side and 1,200 feet on the Rensselaer side, and in addition has provided dolphin moorings below the southerly end of each of the docks aggregating about 600 feet or a total berthing space of 6,000 feet.

The docks are of concrete block construction supported on timber-relieving platforms on timber piles except for approximately 600 feet of timber dock.

Transit sheds. The Port Commission has constructed five transit sheds. These have concrete floors, structural steel frames, corrugated galvanized siding, rolling steel doors, and are equipped with a dry-type fire protection sprinkler system. The aggregate floor space in the five transit sheds is over 285,000 square feet.

Warehouse. The Port Commission's facilities include a warehouse constructed of concrete blocks with an aggregate floor space of 108,000 square feet. It is located on the Albany side. Other warehouses are available off its property.

Lumber terminal. The lumber terminal of the Port Commission is on the Rensselaer side of the port and has 12 acres of flood-lighted open storage and over 25,200 square feet of wood framed covered lumber storage. The dock serving this terminal has water available alongside at a depth of 30 feet at mean low water. Lumber is received by vessels from the west coast of the United States and is distributed by truck and rail or is placed in open and covered storage facilities in rear of the wharf for distribution at a later time. The terminal is reached by the Port [fol. 3356] Commission's railroad.

Grain elevator. The Port Commission constructed a large grain elevator on the Albany side, served by the Port Commission's railroad and by water. This elevator has a

capacity of over 13,500,000 bushels and is the largest single-unit elevator in the world. This elevator has been leased to, and is operated by, Cargill, Incorporated.

Feed mill. Also constructed on the Port Commission's property is a feed mill which has been leased to Cooperative G.L.F. Exchange, Incorporated.

The Port Commission belt railroad. As previously pointed out, the Port Commission has built a belt railroad which serves the docks and the important terminal facilities at the port. Tracks are so arranged along the docks as to facilitate loading or unloading directly between car and ship.

This terminal railroad has 16.5 miles of track on the Albany side and 3.79 miles on the Rensselaer side, a total of 20.29 miles. Two ship-side tracks along the waterfront with frequent crossovers and ample interchange yards afford expeditious interchange between the water carriers and the rails of the adjacent trunk lines.

These yards together with trackage along the string piece and in the rear of sheds have storage capacity for over 1,200 cars on the Albany side and 210 cars on the Rensselaer side, or an aggregate of more than 1410. As previously indicated, the Port Commission with its own locomotives performs the switching on the Albany side over its railroad tracks, and the New York Central performs the switching over the Port Commission's tracks on the Rensselaer side.

Areas for development. The Port Commission has provided certain areas of its property for industrial development and commercial activity, 60 acres being on the Albany side and 36 acres on the Rensselaer side.

[fol. 3357] *Bulk storage.* The Port Commission has extensive areas available for open bulk storage. These areas are paved, have highway access, and are served by the tracks of the Albany Port District Railroad.

Oil terminal facilities. A short distance south of the properties of the Albany Port District Commission are located oil terminal facilities of a number of oil companies.

To facilitate the receipt, storage, shipment, and reshipment, of petroleum and petroleum products there are 16 oil handling terminals which serve 12 separate companies. There are a total of 213 steel storage tanks with a combined capacity of 7,383,380 barrels of petroleum products. Eight oil handling facilities are located on the Albany waterfront, and eight are on the Rennsselaer waterfront.

CHART AND PHOTOGRAPHS ILLUSTRATING PORT FACILITIES.

With a view to indicating the port facilities at the Port of Albany, I submit a chart of the port area as Exhibit (FWD-2) ——.

Also as illustrating the facilities at the port I have some photographs bound together as Exhibit (FWD-3) ——.

TRAFFIC AT THE PORT OF ALBANY

The total water-borne traffic at the Port of Albany as shown by Commercial Statistics in Annual Reports of the Office of the Chief of Engineers is as follows for the period from 1945 to 1955:

[fol. 3358]

Year	Tons	Year	Tons
1945	2,497,380	1950	6,334,524
1946	4,738,446	1951	7,012,903
1947	4,864,768	1952	6,377,749
1948	6,262,393	1953	6,405,307
1949	6,378,473	1954	6,307,846
		1955	7,481,457

The foreign and coastwise shipments included in the totals given in the preceding table for the years 1952 and 1955 are as follows:

Water-borne traffic

	1952 Tons	1955 Tons
Imports	228,118	329,771
Exports	647,956	938,976
Coastwise		
Receipts	2,733,290	3,709,716
Shipments	3,974	27,942
Internal		
Receipts	1,600,915	1,088,187
Shipments	1,163,496	1,386,865
Total	6,377,749	7,481,457

The principal *imports* consisted of molasses (inedible), woodpulp, and residual fuel oil.

The principal *exports* consisted of grain, floor and newsprint paper.

The principal *coastwise receipts* consisted of grain, canned goods, molasses, lumber, petroleum and petroleum products and sand gravel and crushed rock.

The principal *coastwise shipments* outbound consisted of paper, gas oil and distillate fuel oil, coal tar products and fertilizer and fertilizer material.

[fol. 3359] The bulk of *internal receipts* included grain, petroleum and petroleum products, while the principal internal shipments outbound included molasses (inedible), petroleum and petroleum products and miscellaneous commodities.

Rail traffic to and from differential territory. Under the present differential port rate adjustment the amount of traffic other than grain moving to and from differential territory from and to the Port of Albany has been almost negligible. The present rate adjustment is believed to be burdensome, unjust, and unlawfully discriminatory, and to discourage or prevent the movement of export and import traffic from or to Central Freight Association territory to or from the Port of Albany.

Ocean-going vesseds serving the Port of Albany. In my next exhibit, Exhibit (FWD-4) ——, I show for the latest

available five-year period the number of ocean-going vessels by years serving the Port of Albany.

TERMINAL SERVICES AT THE PORT OF ALBANY.

The Albany Port District Commission affords various terminal services at the Port of Albany in connection with water-borne traffic to and from the port.

These services include (a) switching by the Albany Port District Railroad, (b) handling services, (c) wharfage, and (d) storage, and charges therefor are published and filed with the Interstate Commerce Commission and the Public Service Commission of New York. Provision is made for absorption by the line-haul carriers of some of such charges.

COMPETITION BETWEEN PORTS

The Port of Albany, as one of the north Atlantic ports, is in competition with the other ports. Its reestablishment was planned and accomplished with the thought that it would and should be competitive with the other ports.

[fol. 3360] In the *Albany Port District Commission case*, 219 I.C.C. 151, as previously referred to, the Interstate Commerce Commission recognized the Port of Albany's competitive position and prescribed rates intended to afford substantial relief from the rate adjustment then burdening this port. Such relief is believed to be inadequate as to traffic to and from differential territory, and while rates no higher than those from and to the Port of Philadelphia were found justified, it is the view of the Albany Port District Commission that its rates should be no higher than those to and from Baltimore from and to differential territory.

In the decision just mentioned the Commission made plain the purpose of the 1935 amendment to section 3(1) of the Interstate Commerce Act to encourage and promote freedom of movement through as many ports of the country as the governing circumstances will reasonably permit. In this connection it quoted from the House Committee Report recommending passage of the bill (p. 173):

"In recommending that this bill be passed, the committee does so with the idea in mind that by amending section 3 of the Interstate Commerce Act as thus contemplated it will encourage and promote the freedom of movement of export, import, and coastwise commerce through the ports of the country. The committee considers that it is to the interest of the public that such commerce be permitted to move freely through as many available ports as the governing circumstances will reasonably permit, and that no restrictions upon and impediments to the free movement thereof should be imposed that are not clearly shown to be sound or economically justified. The recommendation of the committee that this bill be enacted is intended to afford competing ports a forum in which to complain of rate adjustments which tend to concentrate the movement of the traffic through one port or a limited number of ports and to deprive other ports of an opportunity to handle a part of such traffic. The committee believes that such a diffusion of the traffic which moves through the ports will redound to the benefit of the producer and consumer in the interior by whom in the last analysis the transportation charges levied both for the transportation thereof and for the use of the facilities at the ports are ultimately borne."

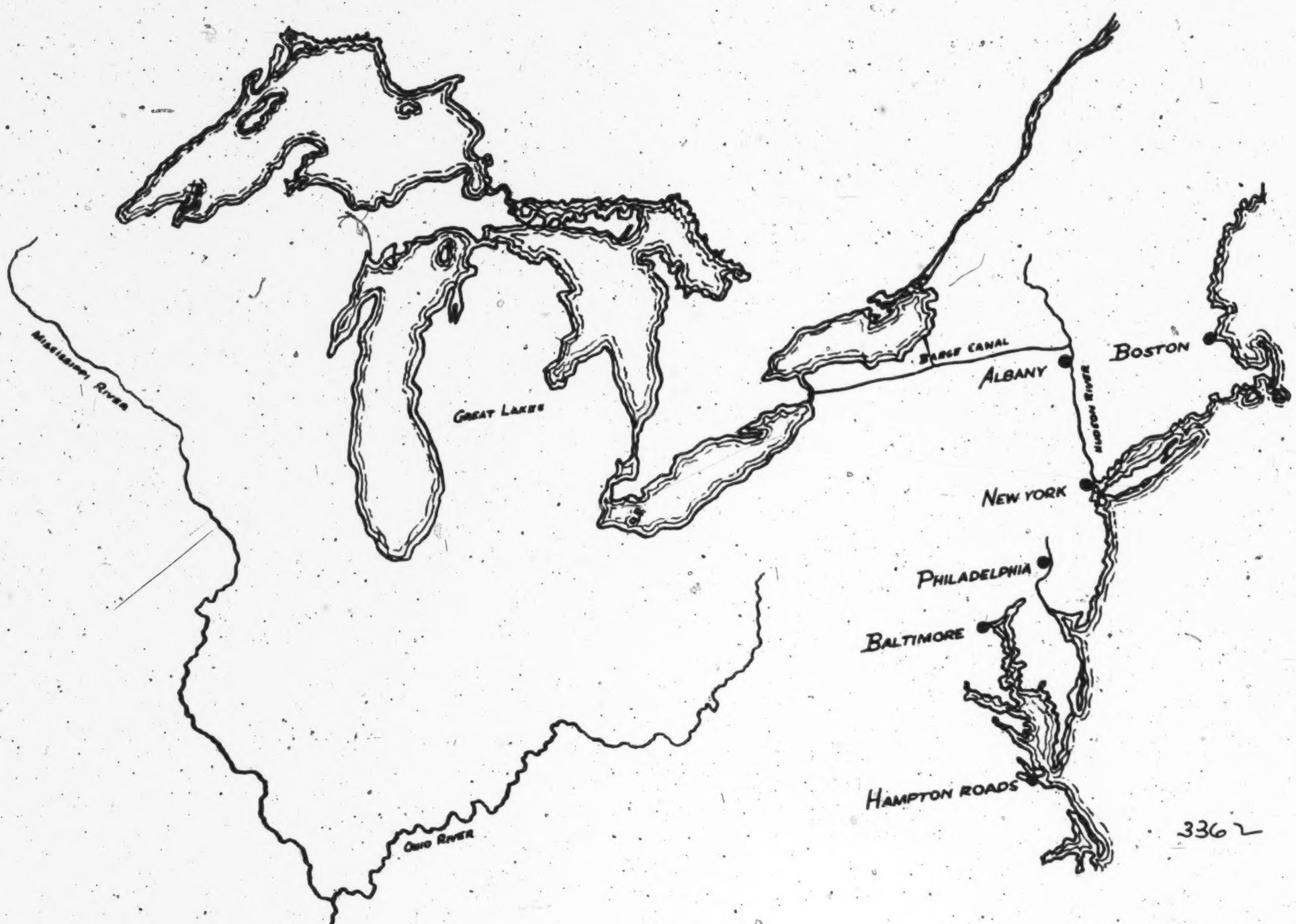
[fol. 3361] RATE SITUATION

In the *Albany Port District Commission case*, 219 I.C.C. 151, the Commission dealt with rates and rate relationships in respect to port traffic through the Port of Albany and the north Atlantic ports and found that on the facts in that case Albany should have no higher rates in the port differential adjustment than the Port of Philadelphia. In the report, the average distances from central territory were stated to be: 737 to Albany, 804 to New York, 746 to Philadelphia, and 692 to Baltimore. The longer distances to Norfolk, Va., than to Baltimore, and the longer distances to Boston than to New York were not set forth in the report but are shown by other evidence in the present case.

It is understood that export and import rates between differential territory and the north Atlantic ports including the Port of Albany, will be shown by other witnesses. A basic difficulty with respect to the Port of Albany is that as to commodity rates generally it is barred from the differential adjustment.

Its position is that if export and import rates are generally equalized through the north Atlantic ports, as sought by the northern railroads, the export and import rates to and from the Port of Albany should be no higher than those to and from the Ports of Norfolk and Baltimore.

I. & S. Docket No. 6615
Exhibit No. (FWD-1)_____
Witness: F. W. Dunham, Jr.

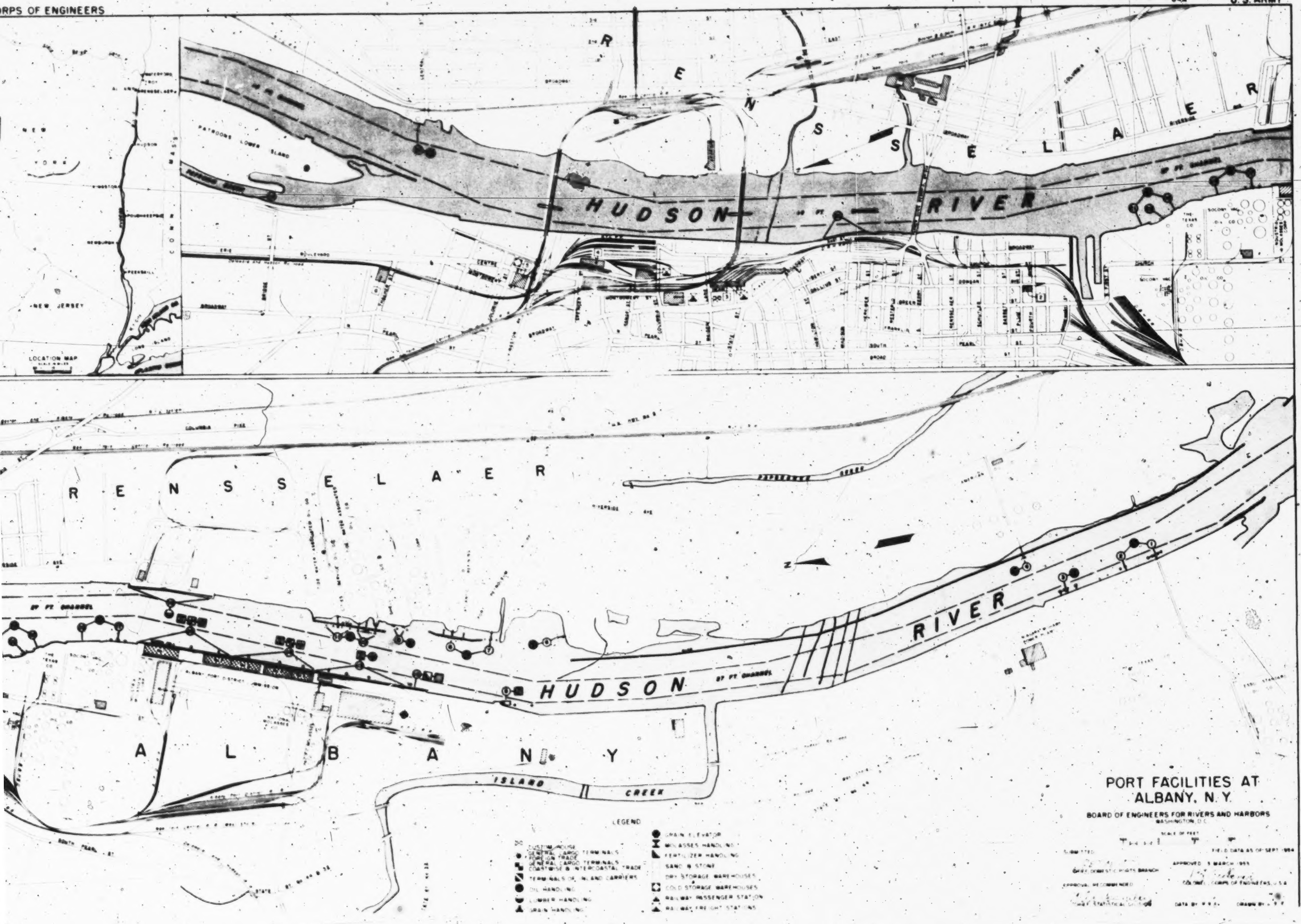


3362

[Fol. 3363] I. & S. Docket No. 6615
Exhibit No. (FWD-2)
Witness: F.W. Dunham, Jr.

ORPS OF ENGINEERS

U.S. ARMY



PORT FACILITIES AT ALBANY, N.Y.

BOARD OF ENGINEERS FOR RIVERS AND HARBORS
WASHINGTON, D.C.

SCALE OF FEET

SURVEYED FIELD DATA AS OF SEPT 1954

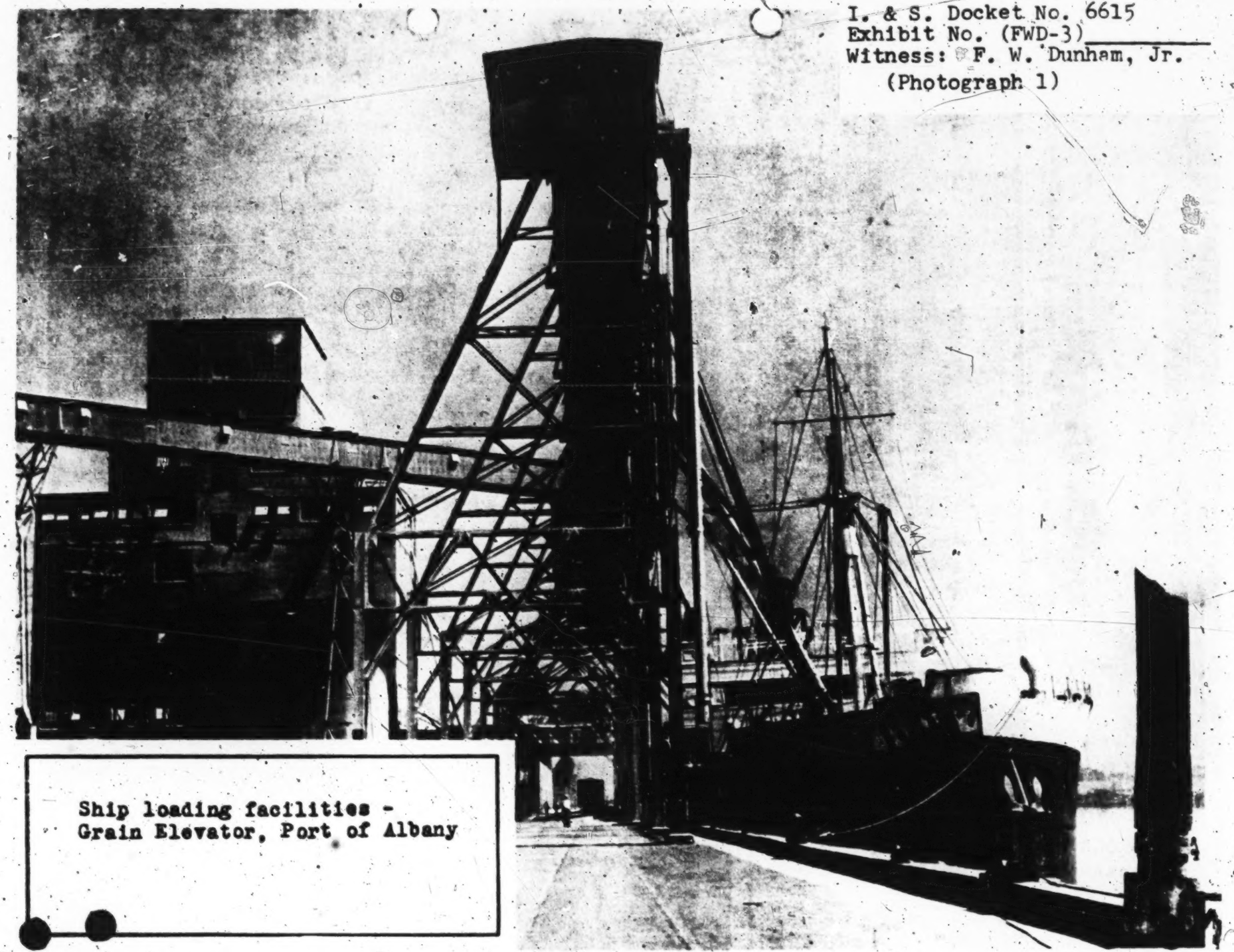
APPROVED 5 MARCH 1955

APPROVAL RECOMMENDED COLONEL, CORPS OF ENGINEERS, U.S.A.

DATA BY W.P.A. DRAWN BY

[fol. 3364]

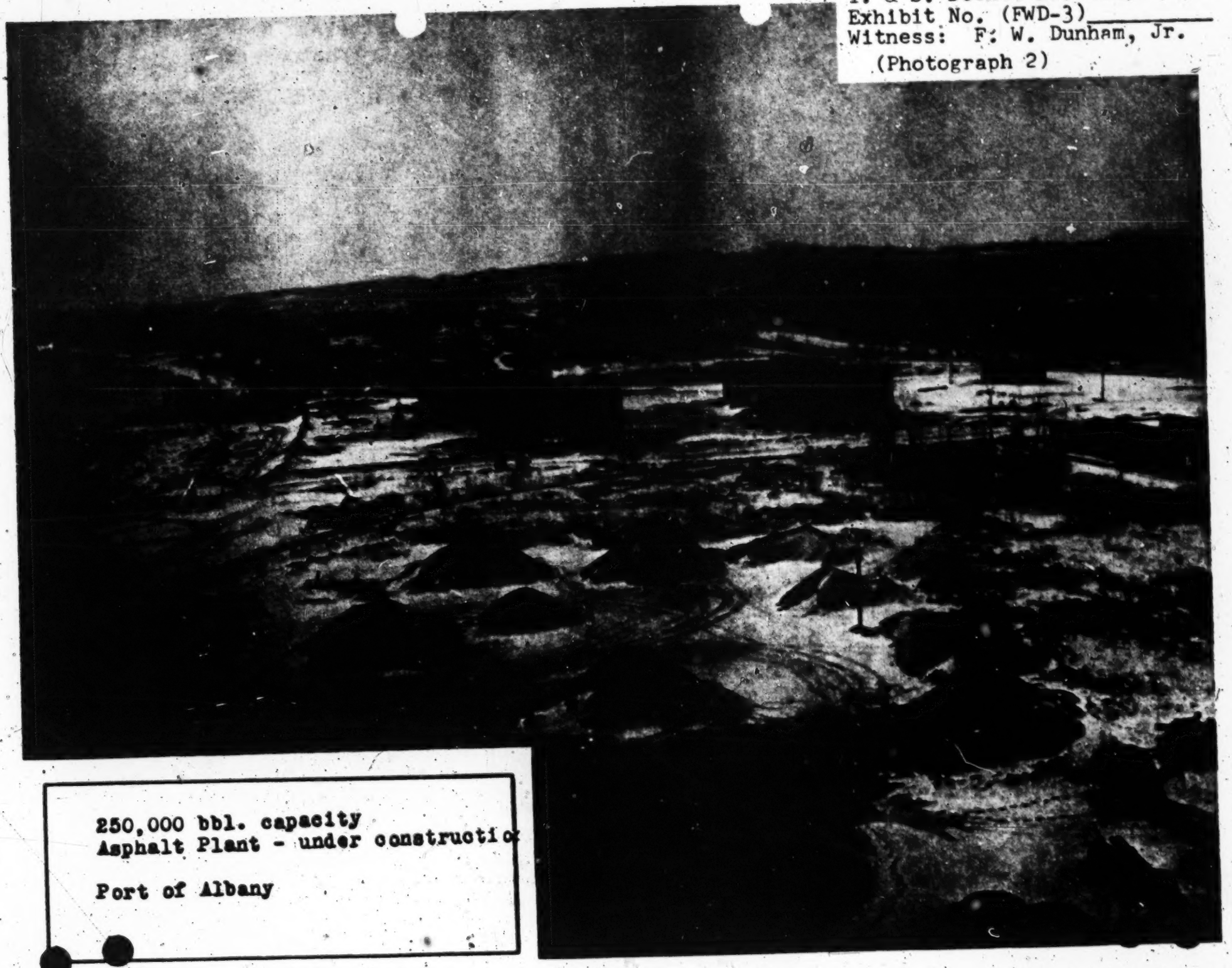
I. & S. Docket No. 6615
Exhibit No. (FWD-3)
Witness: F. W. Dunham, Jr.
(Photograph 1)



Ship loading facilities -
Grain Elevator, Port of Albany

3364

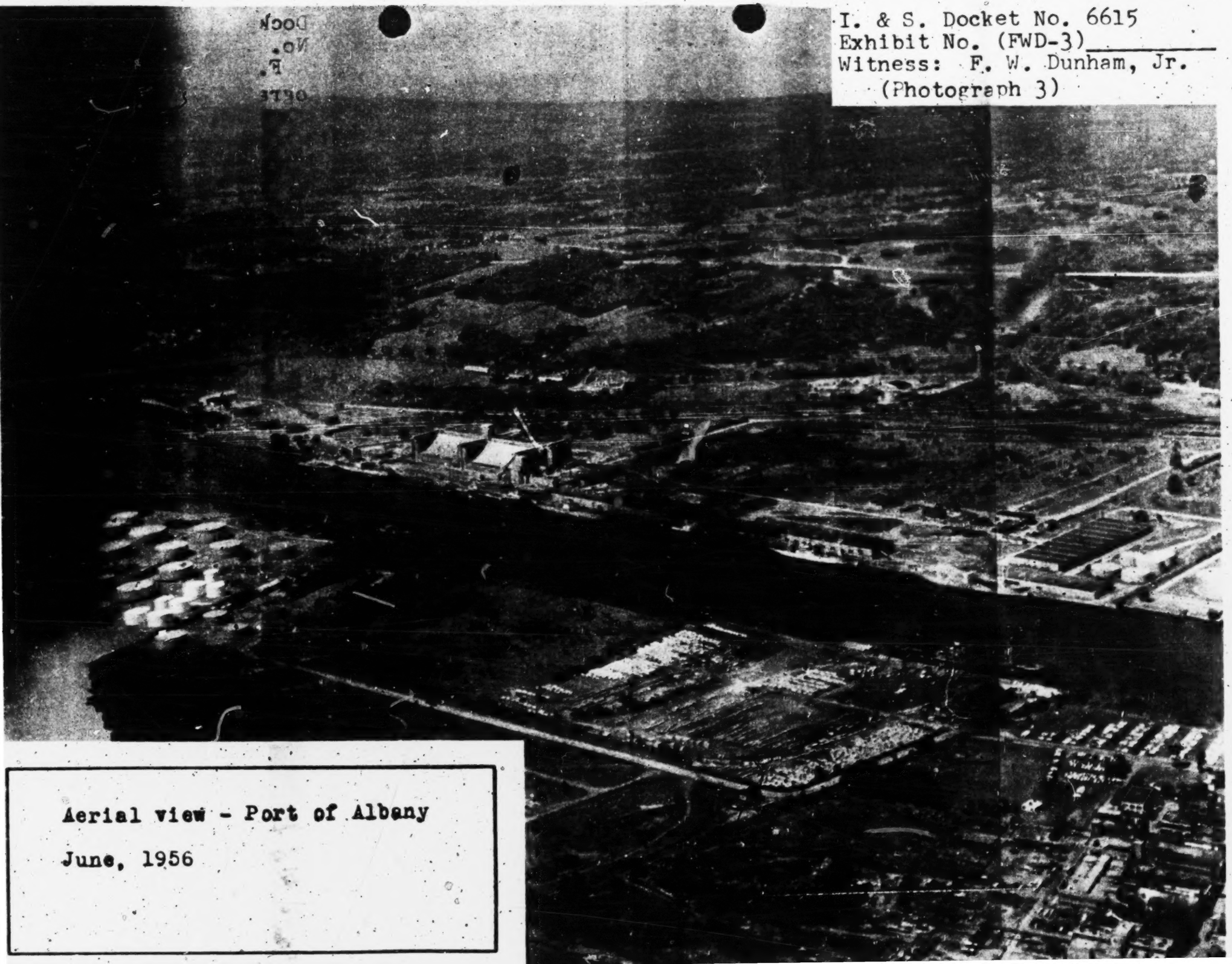
I. & S. Docket No. 6615
Exhibit No. (FWD-3)
Witness: F. W. Dunham, Jr.
(Photograph 2)



250,000 bbl. capacity
Asphalt Plant - under construction

Port of Albany

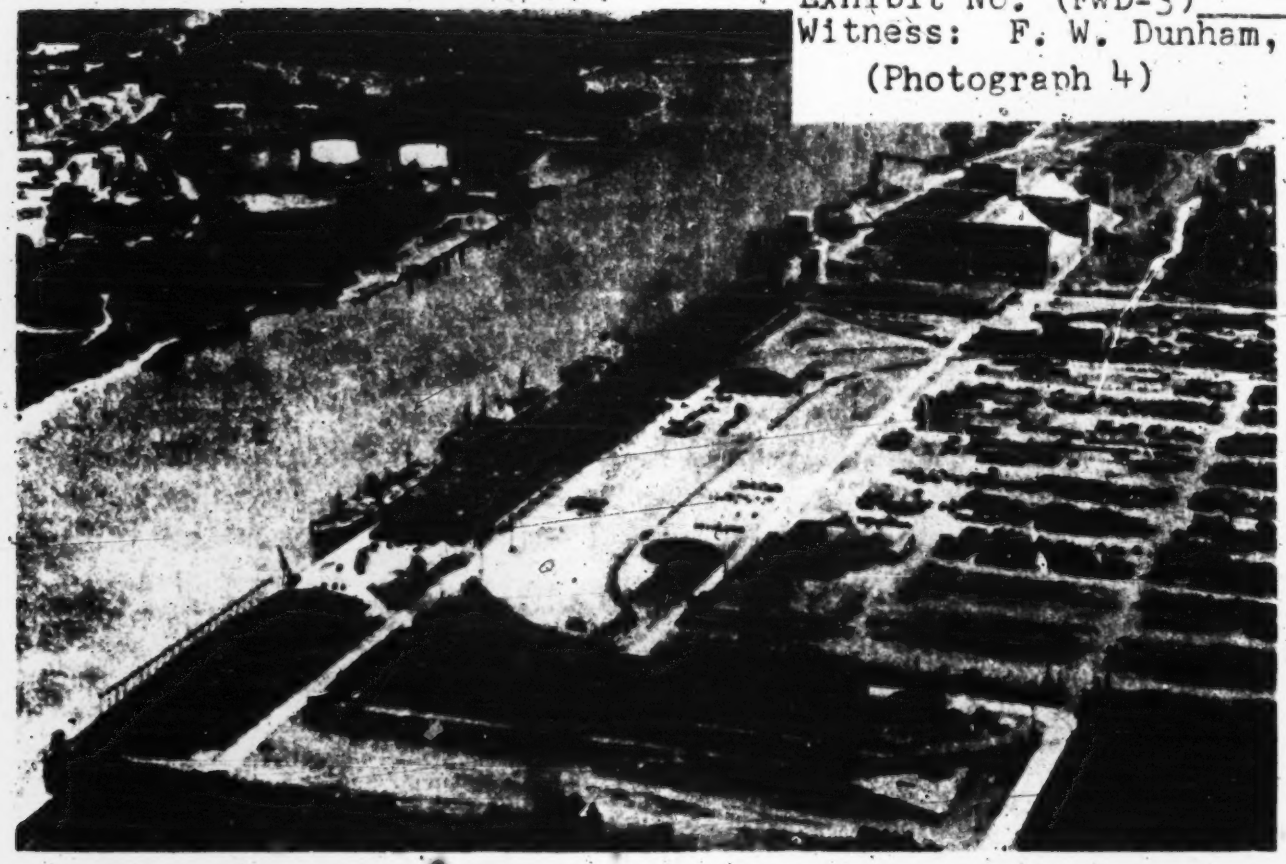
I. & S. Docket No. 6615
Exhibit No. (FWD-3)
Witness: F. W. Dunham, Jr.
(Photograph 3)



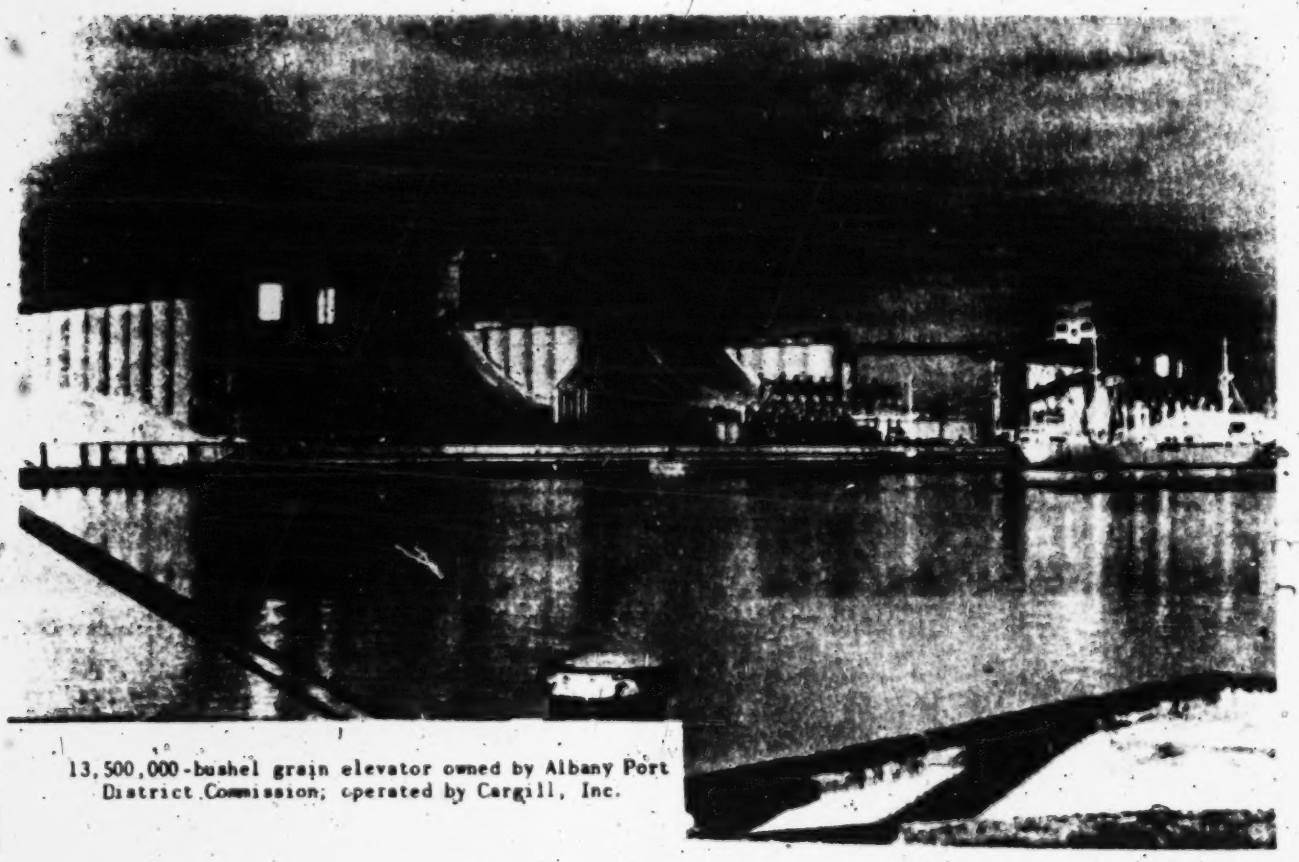
Aerial view - Port of Albany

June, 1956

I. & S. Docket No. 6615
Exhibit No. (FWD-3)
Witness: F. W. Dunham, Jr.
(Photograph 4)



General view of terminal and property of the Albany Port District Commission. Oil terminals on opposite shore.



13,500,000-bushel grain elevator owned by Albany Port District Commission; operated by Cargill, Inc.

[fol. 3368]

I. & S. Docket No. 6615
Exhibit No. (FWD-4) ——
Witness: F. W. Dunham, Jr.

OCEAN-GOING VESSELS SERVING THE PORT OF ALBANY

Year	Grain	Molasses	General	Total
1952	112	20	46	178
1953	95	26	68	189
1954	96	25	107	228
1955	142	24	76	242
1956	163	24	60	247

The above figures include only vessels berthing at the terminal of the Albany Port District Commission. Oil tankers and other ocean-going vessels berthing at adjacent terminals are not included.

[fol. 3369]

VERIFICATION

STATE OF NEW YORK)
) ss:
CITY OF ALBANY)

FRANK W. DUNHAM, JR., being duly sworn, deposes and says that he is General Manager of the Albany Port District Commission, and that the foregoing is true and correct to the best of his information, knowledge and belief.

FRANK W. DUNHAM, JR.

Subscribed and sworn to before
me this 6th day of November, 1957

CATHERINE P. HURLEY
Notary Public; Albany Co., N. Y.
Commission Expires March 30, 1958

[fol. 3370]

I.C.C. EXHIBIT No. 46B

This statement is verified. Unless written request for cross-examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

I&S DOCKET NO. 6615

VERIFIED STATEMENT OF R. CLIFFORD MERROW, Freight Traffic Manager, Maine Central Railroad Company

My name is R. Clifford Merrow. I am Freight Traffic Manager of the Maine Central Railroad Company and its subsidiary, the Portland Terminal Company. Previously, on June 21, 1957, a brief statement outlining the position of the Maine Central Railroad Company was served upon respondents serving the Atlantic ports of Philadelphia and south thereof. As was pointed out at that time, the Maine Central is strongly opposed to the elimination of the differential on import traffic through Portland.

Portland, Maine, is served by the Portland Terminal Company and Canadian National Railways (Grand Trunk New England Lines). Portland Terminal Company is a wholly-owned subsidiary of the Maine Central which performs switching and terminal services within the limits of the City of Portland for Maine Central Railroad Company and Boston and Maine Railroad.

The history of the import differential, as applied to Portland, is difficult to trace. However, it is clear from

the decision of the Commission in *Maritime Association of Boston Chamber of Commerce, et al.* vs. *Ann Arbor Railroad Company, et al.*, 95 ICC 539, that at that time [fol. 3371] (1925) import rates through Portland to CFA Territory were on the Baltimore basis while export rates from the same territory, except for export grain, were on the same basis as Boston and New York. Portland, being an ice-free port in winter, served as a winter port for Canada. Since Halifax, St. John and Montreal were and still are on the Baltimore basis on import rates, Portland was likewise put on the Baltimore basis on import traffic on routes through Canada.

With regard to distances, it is evident that the mileage from Portland to points in C.F.A. Territory is greater than the mileage from Baltimore, Philadelphia, New York or Boston to such points, and less than the mileage from St. John and Halifax. However, the import rate differential has never been based upon mileage and Portland would not be able to compete for CFA business with any of the other North Atlantic ports if it were.

Although Portland has been on the Baltimore basis on import traffic for at least the last thirty years, during this period, with the exception of petroleum products, the total import tonnage has declined. This decline is clearly shown in the statistics on waterborne commerce furnished by the U. S. Army Engineers. By referring to Exhibit No. —— (AJC 4) submitted by Arthur J. Crookshank, witness for the New York Central Railroad, it will be seen that the import tonnage at Portland, excluding petroleum products, has declined from 343,508 tons in 1923 and 573,123 tons in 1928 to 116,926 tons in 1955. Although Portland formerly handled 2% of the total import tonnage at the North Atlantic ports named, in the last ten years it has handled less than 1% of the total.

[fol. 3372] At the present time, import rates from Portland, Maine to a large part of the territory involved are on the Baltimore basis. Under my direction, three exhibits have been prepared showing rates to various points in the affected territory. Exhibit No. —— (RCM 1) gives rates on woodpulp; Exhibit No. —— (RCM 2) shows

rates on china clay, and Exhibit No. —— (RCM 3) gives 6th class rates. This basis, which has been in effect for a great many years, applies only via routes operating north of Lake Champlain.

The import woodpulp rates, also import class rates, from Portland, Maine to the affected territory are published in Agent Watson's Tariff 27-A, I.C.C. 100 and the rates on import ball or china clay are published in Agent Watson's Tariff 47-A, I.C.C. 188.

Export rates to Portland are the same as to Boston and New York, which are 3¢ over Baltimore except on export grain which is 1½¢ over Baltimore, Md. The export grain rates are published in CTR Tariff 245-H, I.C.C. 4403, and the other export rates are published in CTR Tariff 490-B, I.C.C. 3642.

With regard to export traffic, the only commodities which are exported through Portland in any volume are grain, flour, scrap iron and newsprint. There is practically no movement of export grain handled by the Maine Central. The flour which is exported originates for the most part in Canada and does not originate in CFA Territory. The newsprint and scrap iron all originate in New England.

In view of the fact that the Maine Central is presently handling virtually no export traffic from CFA Territory, it is my opinion that elimination of the export differential [fol. 3373] at Baltimore and Philadelphia would not result in any increase in export traffic at Portland because any export traffic which might be diverted from these ports would be handled at New York or Boston because of the large volume of export traffic now being handled at these ports.

A study of the import traffic moving through Portland, Maine, reveals that except for the World War II period, there are only three commodities of substantial tonnage which move through the port. By far the greatest tonnage consists of petroleum products. A large percentage of the total petroleum tonnage at Portland is crude oil for the Portland-Montreal pipe line. The remaining balance is for storage in the bulk terminals at Portland and is distributed by coastal tankers, trucks, pipe line or rail for

local distribution. None of the rail movement of petroleum products extends to CFA Territory.

Of the remaining import traffic, the two commodities of substantial tonnage are china clay and woodpulp. Under my direction a traffic study has been made of the import china clay and woodpulp destined to CFA Territory handled by the Maine Central during the years 1952-1956, inclusive. The results of this study are shown in Exhibit No. —— (RCM 4). During this period there also was some import rubber which was handled by the Maine Central. The greatest part of this rubber was imported by the federal government for stockpiling in New England although a small amount did move to CFA Territory. In view of the small tonnage involved, as shown on Exhibit No. —— (AEL 2) of A. Edward Langlois, Jr., the movement of rubber to CFA Territory has not been shown.

Referring to my Exhibit No. —— (RCM 4), it is apparent [fol. 3374] that the volume of import woodpulp to CFA Territory during the period 1952-1956 has fluctuated, but was lower in 1956 than in 1952 and 1953. It may further be noted from Exhibit No. —— (AEL 2) of Mr. Langlois that the tonnage of woodpulp was lower in 1956 than any year since 1947, and less than half of the tonnage for 1950.

The movement of import woodpulp is undoubtedly influenced by many factors in the industry, such as the increased production of woodpulp by domestic mills in the South, and price variations between domestic and import woodpulp. However, the fact that the CFA traffic has declined is an indication that the import differential is not a factor of sufficient importance to maintain or increase the volume of import woodpulp to CFA Territory.

The fact that the CFA traffic in woodpulp via the Maine Central is a substantial portion of the total import woodpulp at Portland is pointed out in the statement of Mr. Langlois. If Portland should lose the import differential, it is probable that a substantial portion of this CFA woodpulp would be diverted and handled through Boston. It is evident from the statements of Carlton F. Heard, witness for the Boston and Maine Railroad, and William H. Day for the Port of Boston Commission, that Boston handles

a much larger total of import woodpulp than Portland. Portland has a relatively small tonnage of dry cargo traffic and this is made up of only two commodities. Therefore, the loss of any of the CFA woodpulp traffic, in addition to the general decrease which has occurred, would have serious economic effect on the Port of Portland and the Maine Central. In my opinion, the import differential is necessary if Portland is to be able to compete for CFA business.

[fol. 3375] Portland has been able to attract import woodpulp because paper mills located in Maine have been consumers. However, if the CFA traffic were diverted to Boston, it is likely that there would not be sufficient local demand to make it worthwhile for ships to unload woodpulp at Portland. Loss of the woodpulp traffic would be a severe blow to the Portland Terminal Company and the Port as a whole. Furthermore, the paper mills located in Maine would have to pay the added expense of land transportation from the port to their mills, thereby increasing the cost of raw materials and injuring their competitive position in the industry.

With regard to china clay, it is clear that there has been an appreciable increase in tonnage through Portland. This is likewise borne out in Exhibit No. —— (AEL 2) of Mr. Langlois. The increase in china clay traffic is a direct result of solicitation by rail and port traffic representatives and a large investment in facilities for storage of china clay at Portland.

In 1931, the Portland Terminal Company constructed its Wharf No. 3 at a cost of $416,352 for which the 1957 replacement cost would be $1,176,496. Gantry cranes were installed at Wharf No. 3 in 1931 at a cost of $79,757 for which the 1957 replacement cost would be $224,531. From 1931 until 1950, all china clay imported through Portland was unloaded at Portland Terminal Wharf No. 3 and loaded directly into freight cars. In 1951, a shed for the storage of clay was constructed on Wharf No. 3 at a cost of $79,266, 1957 replacement cost being $97,866. This shed has storage capacity for 4,500 tons of clay. Early in 1957 the construction of additional clay storage bins was completed at a

cost of $221,735, the present replacement cost being approximately the same figure. The storage bins built in [fol. 3376] 1957 have a 10,000-ton capacity and were designed particularly for handling of china clay and have not been used for storage of any other commodities.

In arriving at the above figures, the 1957 replacement costs have been determined by using I.C.C. cost indices. 80% of replacement cost is a reasonable present day value of all items except the gantry cranes, for which 60% of replacement cost is reasonable.

It thus may be seen that the Portland Terminal Company has made a substantial investment in facilities in an effort to increase the china clay traffic. An appreciable percentage of this traffic moves to CFA Territory as shown on Exhibit No. —— (RCM 4). If the import differential which has applied for so many years to Portland is eliminated, Portland is likely to lose the CFA business and, in turn, much of the local business.

China clay is imported in a number of different grades which cannot be mixed in storage. Loss of CFA traffic would result in incomplete utilization of storage facilities and consequent loss of revenue to the Portland Terminal Company after considerable investment in order to obtain the business.

Portland is at a geographical disadvantage in handling traffic to CFA Territory and needs the import differential if it is to compete successfully with the other ports. Boston and New York have much greater import tonnages than Portland and far greater number of regular ship arrivals and departures.

Although Portland has had the import differential for at least the past thirty years, it is significant to note that there are only two commodities which are imported through Portland in any appreciable amount. Both of these commodities are raw materials for the paper industry which [fol. 3377] is the largest industry in Maine.

The exhibits submitted by the Ports of New York and Boston reveal that there is a great diversity in the types of commodities imported through those two ports. If there was any movement of import commodities for which there

was no local market through Portland to CFA Territory, the conclusion could be drawn that the import differential was alone sufficient to cause import traffic to move through Portland which would otherwise have moved through Boston or New York; however, the facts clearly show that in spite of the import differential, Portland has not been able to attract any import commodities other than china clay and woodpulp, which are used in local industry. The import differential is undeniably a factor which allows Portland to compete with the other North Atlantic ports on CFA business in woodpulp and china clay. If the differential were eliminated at Portland, it is my opinion that Portland would not be able to compete successfully with the larger North Atlantic ports for CFA business, because such traffic would tend to concentrate in those ports which have a large number of regular ship arrivals and departures and have the greatest volume and diversity of both import and export commodities.

As a seaport, Portland has the natural advantages of an excellent harbor and shorter ocean mileages to the principal European ports than the larger North Atlantic U. S. ports. In spite of such advantages, Portland handled only a small portion of the total import dry cargo tonnage at North Atlantic ports and its percentage has declined in the past thirty years. Elimination of the import differential can only result in a further decline in import traffic and [fol. 3378] deterioration of the port. The Portland Terminal Company has made a large investment in wharves and storage facilities for ocean-borne traffic, which will be jeopardized if CFA traffic is diverted elsewhere. The import differential has not operated to give Portland any unreasonable advantage in competing with other North Atlantic ports. This is proved by the fact that the only import dry cargo commodities handled at Portland are those for which there is a local market. Further proof is found in the over-all decline in import traffic.

In the interest of the future economic welfare of Portland and the paper industry in the State of Maine, the import differential at Portland should remain on the Baltimore basis. If Portland is to be available as an active seaport

in times of future national emergency, as it has served during such periods in the past, there should be no change in the existing import rate differential.

State of Maine
County of Cumberland, ss.

R. Clifford Merrow, being duly sworn, deposes and says that he is Freight Traffic Manager of Maine Central Railroad Company and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

/s/ R. Clifford Merrow
R. Clifford Merrow

[fol. 3379] Subscribed in my presence and sworn to before me by the affiant above named this 18th day of October, 1957

/s/ Ruth Mangum
Ruth Mangum
Notary Public, State of Maine
My commission expires March 16, 1962 (Notarial Seal)

[fol. 3380]

I.C.C. Exhibit No. 47

This statement is verified. Unless written request for cross-examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Equalization of Rates
at North Atlantic Ports

I. & S. Docket No. 6615

Verified Statement of
A. Edward Langlois, Jr.
on Behalf of Maine Port Authority,
in support of maintaining the
Import Differential at Portland, Maine

Examination of Witness Langlois

Q. Please state your name, position and business address.

A. Edward Langlois, Jr. I am General Manager of the Maine Port Authority, Maine State Pier, 40 Commercial Street, Portland, Maine.

Q. What experience have you had in the maritime field involving ships engaged in foreign and domestic commerce?

A. I have been associated for 8 years with merchant marine training program as an officer-instructor, public relations and promotion director, involving extensive contact work and travel along the East Coast, Great Lakes, Gulf, and Caribbean areas.

I have been employed as General Manager of the Maine Port Authority since December of 1956, charged with the responsibility of fostering the development of the maritime

activities of the State of Maine, providing for the building of public wharves, the establishment of adequate port facil-
[fol. 3381] ities, and the advancement of commerce. I am further charged with keeping thoroughly informed as to the present and probable future requirements of steamships and shipping.

I am a member of the Executive Committee, North Atlantic Ports Conference; member of the American Association of Port Authorities, Inc.; director of the North Atlantic Ports Association, Inc.; and State Vice President of the National Rivers and Harbors Congress.

Q. Will you describe the physical characteristics of Portland Harbor?

A. Portland is a deep water, ice-free, land-locked port, 3½ miles from the open ocean, with a channel of 35 feet (m.l.w.) all the way. Portland is bordered on the south by South Portland and the Islands of Casco Bay. The Maine Port Authority has had a chart of Portland Harbor prepared which shows the channel, wharves and rail connections, and is Exhibit No. ..... (AEL 1).

Q. Will you describe the facilities for handling ocean-borne traffic at Portland?

A. The following is a summary of the facilities and services available at Portland:

Portland is served by three railroads—Maine Central Railroad Company, Boston and Maine Railroad, and Grand Trunk Railway (Canadian National Railways). The Portland Terminal Company, which is a subsidiary of the Maine Central, is the switching carrier and operates the freight yard facilities and wharf facilities for both the Maine Central and the Boston and Maine in Portland.

Switching engines of the Grand Trunk Railway and the
[fol. 3382] Portland Terminal Company are in operation at all times.

There are 4 berths at Grand Trunk Terminal for deep sea ships, 3 berths at Maine State Pier, and 4 berths at Portland Terminal Company's Wharves 1 and 3. The depth of water at all piers is adequate for deep laden vessels.

There is an abundant supply of fuel oil for bunkering ships, and expert ship repair facilities are available. There are five long-established firms of ship chandlers.

Covered shed areas are as follows:

Grand Trunk Terminal	275,000 square feet
Maine State Pier	200,000 square feet
Portland Terminal	160,000 square feet

Total covered shed area is 635,000 square feet, which will accommodate from 50,000 to 75,000 tons, according to the type of cargo.

There is ground storage available for 2,025 carloads.

Portland Terminal Company has 462,000 square feet of space adjacent to Yards 5, 6, 7, 8, 9 and Union Station Yard for ground storage, in which area approximately 775 carloads can be stored. In addition, a new china clay shed, costing more than $200,000 was built by the Portland Terminal Company in 1957, which will enable the Port to store 14,500 tons of china clay at one time.

Grand Trunk Railway, at its Deering yards, has available 1,000,000 square feet of ground storage which will accommodate approximately 1,200 carloads. Grand Trunk Railway has, in Portland, near the State Pier, a grain elevator with a capacity of 1,500,000 bushels which is open to all United States railroads. Grain may be delivered at a volume of 30,000 bushels per hour per ship.

[fol. 3383] *Maine State Pier* has a limited area for ground storage with probable capacity of 50 carloads.

Approximately 1,050 cars can be held on wheels in the Portland Terminal Company yards without impairing the free operation of the terminal. These cars may be held in Yards 3, 5, 8 and 9. Yards 5 and 9 are adjacent to Yard 8, which serves Wharves 1 and 3.

Grand Trunk Railway has a car capacity of approximately 200 cars in Portland (proper) and 450 cars at the Deering yards.

The total capacity of the Port for track storage, therefore, is 1,700 cars.

There are ship-side tracks on Maine State Pier and Portland Terminal Wharves 1 and 3.

The longshore labor is liquid and there would be little difficulty in mustering 15 gangs. The freight handlers

(car loaders and unloaders) can muster 160 or more men in addition to the longshoremen. The same men or gangs handle import and export cargo. Rates of pay are generally the same as the Ports of Boston and New York. Portland has had an outstanding record for the harmonious labor relations of its longshore labor.

Stevedores are Jarka Corporation of New England, Portland Terminal Wharf No. 1, Portland; and R. M. Smith, Inc., 179 Commercial Street, Portland.

Equipment consists of fork-lift trucks, trailers and pallets, and all other necessary up-to-date gear.

Portland Terminal Company Wharf No. 3 is an open wharf equipped with four electrically operated Mead-Mor-
[fol. 3384] rison cranes, having a run of 950 feet and a capacity of 5 tons at a radius of 20 feet. The cranes are equipped with 60-foot booms capable of unloading from open top cars on any of the four adjacent tracks.

Q. Have these facilities been fully utilized in recent years?

A. No, not to full utilization.

Q. Could additional traffic be handled with the existing facilities?

A. Yes, additional traffic could be handled over existing facilities to bring the port up to full utilization.

Q. Is there space available for the construction of additional facilities if there were sufficient traffic to require them?

A. Yes; if Portland had the traffic to warrant it, there is space along the waterfront for the construction or utilization of space that could and would increase traffic. The present Grand Trunk Piers 3, 4 and 5 could be rebuilt and used for expansion. There is also one pier formerly used for handling water-borne coal which has not been used in the last few years due to damage by fire. This pier is located between Maine State Pier and Portland Terminal Wharf 1, is served by rail, and could be used as a modern terminal site. Land at Portland Terminal Pier site number 4 is also available to contribute to the expansion of port facilities in Portland. There is also room for expansion at Portland Terminal Wharf 3. Space is also avail-

able with Greater Portland Public Development Commission and shipyard in South Portland.

Q. Are you familiar with the charges for pilotage, tugboat service and wharfage pertaining to ocean-borne shipping at Portland?

A. Yes. These charges are a necessary part of the [fol. 3385] operation of any vessel in and out of a port and during the loading and unloading of any cargo or cargoes at any given port of call.

Q. How do these charges compare with those at other North Atlantic ports?

A. Using a vessel displacing 10,000 tons and drawing 20 feet of water as a criterion, the charge at Portland, Maine for pilotage would be $100.00 compared to a range of $120 to $150 at North Atlantic Ports. With respect to towboat charges for a period of minimum service, the charges at Portland would be $64.00 as compared to a range of $54.00 to $322.08 at various other North Atlantic Ports. There are no side wharfage charges in the Port of Portland.

Q. How does Portland compare with other North Atlantic ports with regard to regular ship sailings or ship arrivals?

A. Portland is at a disadvantage in competing for traffic with other North Atlantic ports because of the limited number of regular sailings and arrivals. On export traffic, Portland has only three scheduled sailings a month to West African ports, and two a month to Cuba and Mexico. There are no scheduled sailings from Portland to European ports. Portland has no regular arrivals on import cargoes, which are woodpulp and china clay. Most of the woodpulp to Portland comes from the Scandinavian countries, and the average load in Portland is 800 tons. The minimum load set that a ship will carry to Portland is 500 tons; however, it must be noted that in the past as little as 300 tons have been delivered to Portland. Woodpulp is also delivered to other ports along the North Atlantic Range, and these other ports could easily absorb the remainder of the Portland woodpulp should Portland ever lose its present woodpulp cargoes to the CFA Territory.

[fol. 3386] Q. Are you familiar with the volume of import and export traffic which has moved through Portland?

A. Yes. We have taken a great deal of time at our office to analyze the traffic picture in Portland, particularly in regard to the past ten years. We keep accurate up-to-date figures of current traffic in order to compare present and past figures, and we must also keep accurate figures which are sent to the Army Engineers. Exhibit No. ..... (AEL 2) which has been prepared under my direction, is taken from the statistics on Waterborne Commerce issued by the Department of the Army, Corps of Engineers. This exhibit shows the principal commodities imported through Portland during the period 1947-1956, excluding petroleum products. It will be seen by referring to the verified statement of Arthur J. Crookshank, witness for the New York Central Railroad, and more particularly his Exhibit No. ..... (AJC 3), that by far the greatest volume of imports at Portland consists of petroleum products. Petroleum products have not been included because most of the tonnage is pumped directly into the Portland-Montreal pipeline and the balance is discharged either for storage or local distribution.

Exhibit No. ..... (AEL 3) which was prepared in the same manner and from the same sources, shows the principal commodities exported through Portland during the period.

Q. Do these figures show that import traffic through Portland has increased or decreased?

A. The figures over the past ten years show that the import traffic through Portland has fluctuated. In the movement of woodpulp, figures show 36,385 tons in 1947, and ten years later in 1956, Portland imported 39,546 tons of woodpulp. It must be noted that in the interim period [fol. 3387] the tonnage was at a generally higher level, and in 1950 reached 83,467 tons and has consistently dropped since then. It must be further noted that during this period Portland had the differential to CFA Territory, and the mere fact that we had the differential was not enough to hold our maximum level of 1950 or to improve; but in reality we consistently dropped from 1950 to present day tonnage.

China clay, which is the only other major import (other than coal and oil) held a range of 40,000 tons to 65,000 tons for 8 years, and figures show a little improvement for 1955 (73,678 tons) to 73,564 tons in 1956. Figures would indicate an increase in china clay tonnage over the ten-year period.

Q. Do these figures show that export traffic has increased or decreased?

A. Principal export commodities handled in the Port of Portland include grain, newsprint, scrap metal and flour. Figures on these commodities show a definite traffic increase through the Port of Portland.

Q. With regard to export traffic, do you know which commodities, if any, would have originated in Central Freight Association Territory?

A. None of the export traffic moving through the Port of Portland originates in CFA Territory other than some of the government-owned grain.

Q. With regard to import traffic, can you state which commodities have a subsequent rail movement to CFA Territory?

A. China clay and woodpulp imported through the Port of Portland reaches the CFA Territory.

[fol. 3388] Q. Have you seen Mr. R. C. Merrow's Exhibit No. ..... (RCM 4) concerning the volume of china clay and woodpulp imported through Portland and moved to CFA Territory via the Maine Central Railroad Company?

A. Yes, I have had an opportunity to study Mr. Merrow's exhibit.

Q. How does this volume compare with the total import of these commodities through Portland?

A. The following figures show what percentage of the total imports of china clay and woodpulp through Portland is represented by the tonnage to CFA Territory handled by the Maine Central, as shown in Mr. Merrow's Exhibit No. ..... (RCM 4):

	China Clay	*Woodpulp*
1952	24.4%	21.8%
1953	28.4%	19.2%
1954	23.1%	12.3%
1955	23.9%	14.9%
1956	22.3%	17.3%

It is obvious that the CFA business is a substantial part of the total.

Q. Do you know of the rail differential on import traffic moving through Portland to CFA Territory?

A. Yes, I have given this extensive study and must be 100 percent against elimination of the import differential at Portland if present traffic through Portland is to be maintained.

Q. In your opinion, what would be the effect of the elimination of the rail differential on import traffic through Portland?

A. Elimination of the rail differential on import traffic through Portland into CFA Territory could have a far-reaching and disastrous effect on Portland and the entire State of Maine. Portland could easily lose some of its current import traffic and, in effect, this could demoralize the entire port. Competent longshoremen, adequate cargo [fol. 3389] handling equipment, modern towage and tug service, reliable chandlers and qualified pilots, depend on current traffic, plus plans for potential traffic, to maintain for them current living standards. A reduction in ship and cargo movement in Portland could very easily discourage present competent and skilled watefront labor to move elsewhere for more profitable work, which could possibly contribute to a chain reaction that would reduce Portland to a port of no significance in war or peace. Portland must maintain, expand and improve its present manpower status and terminal facilities for its great strategic importance in time of war.

During World War II, much traffic was routed to Portland when more congested ports were unable to adequately handle it; and because of its available manpower force, and adequate facilities, the Port of Portland was able to absorb additional traffic and contribute to the proper movement of important cargoes destined for our troops and allies overseas.

Q. Would the loss of any of the CFA traffic influence the movements of import traffic through Portland destined to points other than CFA Territory?

A. Yes, it would definitely affect the movement of import

traffic through Portland destined to points other than CFA Territory. A modern ocean-going vessel will stop at any given port only if the tonnage involved is large enough to warrant a profit to the ship. If a portion of our present import traffic is lost to another port, it could well come to pass that the tonnage remaining would not be great enough for the ship to enter our port; and not only would we lose the CFA destined cargo, but all the remaining cargo [fol. 3390] destined for other points as well.

Q. What would be the result if Portland lost all or nearly all of the import woodpulp traffic to CFA Territory?

A. If Portland lost all or nearly all of the import woodpulp traffic that it now has, to CFA Territory, it could well mean that it might also lose the entire movement of woodpulp to Portland. It would mean fewer ships to Portland, with less cargoes, and as a great deal of our woodpulp is used in Maine, it could well be that the movement would go to another port and woodpulp would have to be hauled into Maine by land carrier, with more expense to Maine users.

Q. If the rail differential on import traffic through Portland were eliminated, in your opinion would Portland be able to compete successfully with other North Atlantic Ports on import traffic to CFA Territory?

A. We definitely have a service disadvantage as we do not have regular ship arrivals to Portland. Other larger ports have more frequent arrivals and if they had the advantage of the parity it could easily mean that they would absorb our present cargoes of import products, and we would be left with nothing. Even with the present advantage we have with the differential, we are unable to build up frequent scheduled arrivals to Portland.

Q. In your opinion, would the elimination of the rail differentials on export traffic through Baltimore and Philadelphia from CFA Territory have any appreciable effect on the movement of traffic through Portland?

A. Equalization of export rates, in my opinion, would not help the Port of Portland under present cargoes moved through Portland. At this time, we have no export cargo out of CFA Territory other than grain and this is government-controlled. On other commodities, we would be in competition with larger ports that have more fre-

[fol. 3391] quent sailings, which definitely puts our little port at a disadvantage.

VERIFICATION

State of Maine
County of Cumberland, ss.

A. Edward Langlois, Jr., being duly sworn, deposes and says that he is General Manager of the Maine Port Authority and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

A. Edward Langlois, Jr.

Subscribed in my presence and sworn to before me by the affiant above named this 18th day of October, 1957.

Ruth Mangum
Notary Public, State of Maine
My commission expires March 16, 1962

(Notarial Seal)

[fol. 3392]

I.C.C. Exhibit No. 50

Verified Statement No.

Affiant: J. L. Heywood

I & S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (Richard R. Bongartz, Transportation Center, Philadelphia 4, Pa.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

[fol. 3393]

Before the

INTERSTATE COMMERCE COMMISSION

INVESTIGATION AND SUSPENSION
DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH
ATLANTIC PORTS

Testimony of J. L. Heywood

My name is J. L. Heywood and my office is located at 1244 Transportation Center, Six Penn Center Plaza, Philadelphia, Pennsylvania. I have held my present position of Assistant Comptroller of The Pennsylvania Railroad Company for over fourteen years and have been employed in the Accounting Department of that company for forty-one years. My present duties include direct supervision over the compilation of statistics and cost studies of the operations of this railroad. Since 1930 I have been engaged in the analysis and preparation of railroad cost studies, principally in connection with rate cases. I have served as Chairman of the Accounting Committees for Eastern lines in various proceedings before the Interstate Commerce Commission.

I am now appearing on behalf of the protestant railroads which serve one or more of the ports of Baltimore, Md., Philadelphia, Pa. and New York, N. Y., in opposition to the tariffs of the respondent railroads seeking to establish import and export rates between New York, Albany, Boston, and ports north thereof on the one hand, and that portion of central territory known as differential territory, on the other hand, the same as the import-export rates between [fol. 3394] Baltimore and differential territory. I have supervised and participated in the preparation of the exhibits which I desire to submit at this time. These exhibits are true and correct to the best of my knowledge and belief.

My first exhibit (JLH-1) is entitled "Summary of Revenues, Costs and Ratios—Representative Movements of Import Traffic Terminating in Differential Territory" and covers import traffic via the Ports of New York, Philadelphia, and Baltimore.

The summary sheets are the first two pages and the following pages show the revenue and detail of the costs for the respective movements via each of the above named ports.

The representative traffic movements are included in the traffic study of Witness Mollman (Exhibit ——). They are representative from a territorial point of view, including points of origin for export traffic and points of destination for import traffic which are generally scattered throughout differential territory. The movements are also representative from the point of view of commodities actually moving in export and import commerce between differential territory and the North Atlantic ports. They include commodities moving in different types of equipment and with different loading characteristics.

The revenues shown arise from an application of rates presently effective, including the Ex Parte 206-A increases which became effective August 26, 1957. The only change made in these rates is that they reflect a restoration of the normal port differentials in those instances where the differentials got out-of-line as a result of percentage increases.

The average weights are actual weights calculated from the specific movements as included in the traffic study.

[fol. 3395] The costs shown on the detail sheets are in three parts i.e. line haul, and terminal costs at the port and at other origin or destination stations.

The line haul costs are based on I.C.C. Statement 1-57 prepared by the Cost Section of the Bureau of Accounts, Cost Finding and Valuation of the Interstate Commerce Commission. In said I.C.C. statement the Fully Distributed costs for the Eastern Disfrict are shown based on the operations for the year 1955 with adjustment to reflect wage and price levels as of January 1, 1957. These costs also include a 4% return on investment after Federal Income Tax and also include passenger and L.C.L. d ficits.

Reference was made to the underlying work-papers of the Cost Section in order that certain adjustments could be made in the Eastern District costs. These adjustments included the elimination of the passenger and L.C.L. deficits, the restatement of the return to reflect 6% with no allowances for Federal Income Taxes and adjustment to July 1, 1957 wage and price levels. The adjusted cost factors were then applied to each traffic movement according to the type of equipment and weight of lading.

Since the mileages in the traffic study were short line miles, an allowance of 13% was made for circuity. This is the same rate of circuity used by the cost section in I.C.C. Statement 1-57. The short line miles shown to New York are to the New Jersey railheads.

The destination or origin terminal costs other than at the ports are also based on the I.C.C. Cost Section's Eastern District costs adjusted as described above in connection with line haul. In addition, claim payments and clerical costs in connection therewith were not included in our costs, since there is no definite method of assigning these payments to this particular traffic. Special service costs were also omitted.

The terminal costs at the ports are predicated on special studies made by various carriers serving the ports of New York, Philadelphia and Baltimore.

[fol. 3396] The port terminal costs used in my exhibits are the weighted average costs for the following carriers:

New York —Central R.R. of New Jersey
Staten Island Rapid Transit Rwy.
(B. & O.)
Pennsylvania R.R.

Philadelphia —Baltimore & Ohio R.R.
Pennsylvania R.R.
Reading Co.

Baltimore —Baltimore & Ohio R.R.
Canton R.R.
Pennsylvania R.R.
Western Maryland Rwy.

The costs included in the special port terminal studies cover yard switching, and marine and pier operations, as they are provided in the handling of specific traffic.

Time switching studies were conducted for one week in September 1956 at the yards of the various carriers at the ports referred to above. As a result of this study the average productive switch engine minutes per loaded car required to handle import and export traffic through the yard or yards were determined. The switching engine minutes thus developed were multiplied by the average cost per productive engine minute to produce the switching cost per loaded car. For the operations the average costs per engine minute were for the month of September 1956 and the maintenance costs were based on a three year average brought up to September 1956.

An analysis was made of the marine logs in September 1956 and the costs incident to the marine operations were apportioned to floatage and lighterage services on basis of the time involved. The car floatage costs were reduced to a cost per car and the lighterage costs were reduced to a ton basis and these unit costs were applied to the cars [fol. 3397] floated and tons lightered of import and export freight to develop the total cost for each service. Separate average costs were then determined for all cars and tons imported and exported.

The costs of operating and maintaining the piers over which the traffic under study moved were divided by the total tonnage handled in September 1956 to determine the average cost per ton. Maintenance costs for the piers were also based on a three year average.

The above described average costs were then applied to the representative traffic movements on basis of the type of equipment and the weight in the car.

The port terminal costs were adjusted to reflect the wage and price level as of July 1, 1957 in a manner similar to that employed by the Cost Section in the adjustment of the cost scales in I.C.C. Statement 1-57.

Return on property investment at the ports has been included at a rate of 6% with no allowance for Federal Income Taxes.

Due to the unavailability of port terminal costs at Boston on the basis shown for the other ports, such costs at Boston have been omitted.

My second exhibit (JLH-2) is similar to my first exhibit (JLH-1), previously described, and covers Export Traffic through the same ports. It was prepared in the same manner as my first exhibit.

The data underlying these exhibits is contained in work papers, a copy of which will be sent to the Examiner, and an additional copy will be made available for opposing parties. It is suggested that they agree among themselves as to whom it should be sent, advising me accordingly.

[fol. 3398]

VERIFICATION

COMMONWEALTH OF PENNSYLVANIA :
: ss.
COUNTY OF PHILADELPHIA :

J. L. Heywood, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his knowledge, information and belief.

Signed: J. L. Heywood

Subscribed in my presence, and sworn to before me,
by the affiant above named, this
17th Day of October, 1957.

/s/ W. Stewart Blackburn
Notary Public
My Commission expires July 15, 1958

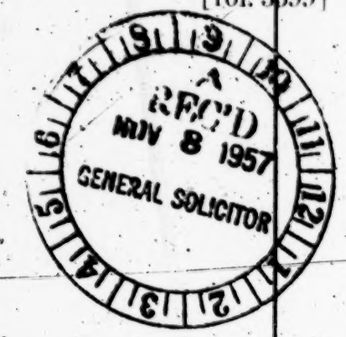
[fol. 3399]

(See opposite) ☞

Exhibit No. _____ (JLH-1) REVISED

Affiant: J. L. Heywood

[fol. 3399]



Before the

INTERSTATE COMMERCE COMMISSION

_____ oOo _____

I & S DOCKET 6615

REVENUES, COSTS AND RATIOS OF REPRESENTATIVE MOVEMENTS OF

IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY

VIA

PORTS OF NEW YORK, PHILADELPHIA AND BALTIMORE

ALSO

REVENUES, LINE HAUL AND INLAND TERMINAL COSTS OF REPRESENTATIVE MOVEMENTS OF

IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY

VIA

PORT OF BOSTON

3399

October 1957

Philadelphia, Pennsylvania

Summary of Revenues, Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Ports of: New York, Philadelphia and Baltimore

Commodity		Type of Car	Average Weight (Tons)	Destination	New York, N.Y.			Philadelphia, Pa.			Baltimore, Md.		
Group No.	Description				Revenues	Costs	Ratio of Costs to Revenues	Revenues	Costs	Ratio of Costs to Revenues	Revenues	Costs	Ratio of Costs to Revenues
75	Coffee	B	31	Cincinnati, O.	$520.80	$625.50	120.1%	$508.40	$415.19	81.7%	$502.20	$366.77	73.0%
199	Prod.Agriculture-Coconut	B	22	Chicago, Ill.	422.40	557.41	132.0	413.60	401.96	97.2	409.20	373.95	91.4
399	Prod.Mines - Talc.	B	32	Crooksville, O.	384.00	583.09	151.8	371.20	368.71	99.3	364.80	327.29	89.7
399	Prod.Mines - Talc.	B	32	New Castle, Pa.	371.20	554.37	149.3	358.40	339.61	94.8	352.00	304.62	86.5
399	Prod.Mines - Talc.	B	32	Sebring, O.	384.00	561.55	146.2	371.20	346.79	93.4	364.80	311.42	85.4
415	Plywood	B	22	Warsaw, Ind.	431.20	522.81	121.2	422.40	366.39	86.7	418.00	338.38	81.0
415	Plywood	B	22	Rockford, Ill.	484.00	584.57	120.8	475.20	429.12	90.3	470.80	401.11	85.2
523	Rubber - Crude	B	35	Akron, O.	637.00	611.01	95.9	623.00	378.86	60.8	616.00	341.67	55.5
555	Aluminum-Bar,Ingot,Pig & Slab	B	14	Cleveland, O.	282.80	350.19	123.8	277.20	243.30	87.8	274.40	221.46	80.7
559	Copper-Bars & Ingots	B	50	Indianapolis,Ind.	1,010.10	918.28	90.9	990.00	596.78	60.3	980.00	535.77	54.7
559	Copper-Bars & Ingots	B	50	Cleveland, O.	640.00	805.42	125.8	620.00	485.83	78.4	610.0	437.67	71.7
571	Metals & Alloys,N.O.S.-Tin	B	29	Weirton, W.Va.	545.20	509.86	93.5	533.60	312.89	58.6	527.80	279.73	53.0
583	Mfd.Iron & Steel	G	40	Canton, O.	696.00	660.43	94.9	680.00	389.48	57.3	672.00	301.18	44.8
583	Mfd.Iron & Steel	B	40	Canton, O.	696.00	668.00	96.0	680.00	405.81	59.7	672.00	364.54	54.2
583	Mfd.Iron & Steel	G	40	Detroit, Mich.	824.00	704.89	85.5	808.00	472.32	58.5	800.00	390.57	48.8
583	Mfd.Iron & Steel	B	40	Detroit, Mich.	824.00	708.06	85.9	808.00	480.43	59.5	800.00	445.07	55.6
583	Mfd.Iron & Steel	G	40	Chicago, Ill.	896.00	826.10	92.2	880.00	555.16	63.1	872.00	466.86	53.5
583	Mfd.Iron & Steel	B	40	Chicago, Ill.	896.00	817.26	91.2	880.00	555.06	63.1	872.00	513.80	58.9
653	Woodpulp	B	41	Chagrin Falls, O.	508.40	691.61	136.0	492.00	425.19	86.4	483.80	383.62	79.3
653	Woodpulp	B	41	Middletown, O.	615.00	746.28	121.3	598.60	478.15	79.9	590.40	425.04	72.0
657	Newsprint Paper	B	26	Cincinnati, O.	431.60	557.85	129.3	421.20	377.30	89.6	416.00	333.57	80.2
657	Newsprint Paper	B	26	Cleveland, O.	390.00	501.93	128.7	379.60	324.14	85.4	374.40	293.53	78.4
657	Newsprint Paper	B	26	Toledo, O.	436.80	538.52	123.3	426.40	360.38	84.5	421.20	329.43	78.2
657	Newsprint Paper	B	26	Milwaukee, Wis.	535.60	612.05	114.3	525.20	458.07	87.2	520.00	427.12	82.1
657	Newsprint Paper	B	26	Pittsburgh, Pa.	338.00	458.43	135.6	327.60	279.26	85.2	322.40	248.31	77.0
671	Wallboard	B	22	Dayton, O.	356.40	492.74	138.3	347.60	337.28	97.0	343.20	300.87	87.7
671	Wallboard	B	22	Cleveland, O.	330.00	451.35	136.8	321.20	297.19	92.5	316.80	269.50	85.1

[fol. 3401]

Summary of Revenues, Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Ports of: New York, Philadelphia and Baltimore

Commodity		Type of Car	Average Weight (Tons)	Destination	New York, N.Y.			Philadelphia, Pa.			Baltimore, Md.		
Group No.	Description				Revenues	Costs	Ratio of Costs to Revenues	Revenues	Costs	Ratio of Costs to Revenues	Revenues	Costs	Ratio of Costs to Revenues
671	Wallboard	B	22	Massillon, O.	$303.60	$442.94	145.9%	$294.80	$287.49	97.5%	$290.40	$259.48	89.4%
671	Wallboard	B	22	Chicago, Ill.	444.40	557.41	125.4	435.60	401.96	92.3	431.20	373.95	86.7
723	Burlap Bagging	B	21	Indianapolis, Ind.	424.20	514.05	121.2	415.80	364.52	87.7	411.60	328.99	79.9
723	Burlap Bagging	B	21	Pittsburgh, Pa.	373.80	398.65	106.6	365.40	249.13	68.2	361.20	221.85	61.4
759	Sugar	B	39	Pittsburgh, Pa.	405.60	613.89	151.4	390.00	357.62	91.7	382.20	317.09	83.0
759	Sugar	B	39	Cleveland, O.	608.40	666.32	109.5	592.80	411.72	69.5	585.00	371.61	63.5
759	Sugar	B	39	Columbus, O.	639.60	690.88	108.0	624.00	434.61	69.6	616.20	386.17	62.7
759	Sugar	B	39	Detroit, Mich.	639.60	695.04	108.7	624.00	472.90	75.8	616.20	438.19	71.1
763	Food Prod.,N.O.S.-Unfrozen	B	21	Cincinnati, O.	327.60	490.20	149.6	319.20	339.41	106.3	315.00	300.38	95.4
763	Food Prod.,N.O.S.-Unfrozen	B	21	Cleveland, O.	289.80	438.70	151.4	281.40	290.45	103.2	277.20	263.50	95.1
763	Food Prod.,N.O.S.-Unfrozen	B	21	Chicago, Ill.	403.20	542.98	134.7	394.80	393.45	99.7	390.60	366.18	93.7
763	Food Prod.,N.O.S.-Unfrozen	B	21	Pittsburgh, Pa.	260.40	398.65	153.1	252.00	249.13	98.9	247.80	221.85	89.5
735	Rope,Cordage-Baler & Binder Twine	B	14	Cleveland, O.	226.80	350.19	154.4	221.20	243.30	110.0	218.40	221.46	101.4
735	Rope,Cordage-Baler & Binder Twine	B	14	Detroit, Mich.	252.00	369.49	146.6	246.40	284.41	115.4	243.60	266.21	109.3
735	Rope,Cordage-Baler & Binder Twine	B	14	Pittsburgh, Pa.	193.20	314.95	163.0	187.60	206.94	110.3	184.80	184.82	100.0
735	Rope,Cordage-Baler & Binder Twine	B	14	Dayton, O.	249.20	385.99	154.9	243.60	277.98	114.1	240.80	248.59	103.2
735	Rope,Cordage-Baler & Binder Twine	B	14	Madison, Wis.	330.40	461.51	139.7	324.80	370.28	114.0	322.00	348.16	108.1
499	Prod.Forests-Cork Waste	B	11	Beaver Falls, Pa.	178.20	279.07	156.6	173.80	188.85	108.7	171.60	168.95	98.5
323	Clay-Ball or China	B	50	New Castle, Pa.	520.00	775.90	149.2	500.00	454.39	90.9	490.00	406.24	82.9
323	Clay-Ball or China	B	50	Barberton, O.	570.00	799.71	140.3	550.00	478.68	87.0	540.00	430.53	79.7
323	Clay-Ball or China	B	50	Robinson, Ill.	780.00	983.05	126.0	760.00	661.55	87.0	750.00	600.53	80.1
35	Cotton Linters	B	20	Flint, Mich.	344.00	455.74	132.5	336.00	337.77	100.5	332.00	321.86	96.9
35	Cotton Linters	B	20	Chicago, Ill.	376.00	528.54	140.6	368.00	384.95	104.6	364.00	358.42	98.5
35	Cotton Linters	B	20	St.Louis, Mo.	404.00	575.41	142.4	396.00	431.82	109.0	392.00	397.16	101.3
545	Tanning Material-Divi Pods	B	29	Boyne City, Mich.	667.00	636.05	95.4	655.40	468.73	71.5	649.60	451.84	69.6
545	Tanning Material-Divi Pods	B	29	Columbus, Ind.	597.40	630.26	105.5	585.80	431.85	73.7	580.00	385.31	66.4
545	Tanning Material-Divi Pods	B	29	Chicago, Ill.	626.40	658.47	105.1	614.80	461.50	75.1	609.00	428.34	70.3
763	Food Prod.,N.O.S.-Unfrozen-Olives in Bbls.	B	15	Terre Haute, Ind.	285.00	450.94	158.2	279.00	337.00	120.8	276.00	306.74	111.1
763	Food Prod.,N.O.S.-Unfrozen-Olives in Bbls.	B	15	Chicago, Ill.	288.00	456.36	158.5	282.00	342.42	121.4	279.00	319.57	114.5
763	Food Prod.,N.O.S.-Unfrozen-Citrus,Juice in Bbls.	B	15	Chicago, Ill.	288.00	456.36	158.5	282.00	342.42	121.4	279.00	319.57	114.5

Revenues, Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of New York

Group No.	Commodity Description	Type of Equipment	Average Weight Tons	Destinations	Short Line Miles*	Freight Revenues Rate	Freight Revenues Per Car	Costs Line Haul	Costs Terminal Port	Costs Terminal Destination	Costs Total	Ratio of Costs to Revenues
75	Coffee	Box	31	Cincinnati, Ohio	714	$.84	$520.80	$265.96	$323.57	$35.97	$625.50	120.1%
199	Prod. of Agr. Coconut	Box	22	Chicago, Ill.	880	.96	422.40	284.56	239.78	33.07	557.41	132.0
399	Prod. of Mines (Talc.)	Box	32	Crooksville, Ohio	566	.60	384.00	213.92	332.88	36.29	583.09	151.8
399	Prod. of Mines (Talc.)	Box	32	New Castle, Pa.	490	.58	371.20	185.20	332.88	36.29	554.37	149.3
399	Prod. of Mines (Talc.)	Box	32	Sebring, Ohio	509	.60	384.00	192.38	332.88	36.29	561.55	146.2
415	Plywood	Box	22	Warsaw, Ind.	773	.98	431.20	249.96	239.78	33.07	522.81	121.2
415	Plywood	Box	22	Rockford, Ill.	964	1.10	484.00	311.72	239.78	33.07	584.57	120.8
523	Rubber-Crude	Box	35	Akron, Ohio	540	.91	637.00	212.94	360.81	37.26	611.01	95.9
555	Aluminum,Bars,Ingot,Pig,Slab	Box	14	Cleveland, Ohio	552	1.01	282.80	154.39	165.30	30.50	350.19	123.8
559	Copper Bars, Ingots	Box	50	Indianapolis, Ind.	789	1.01	1,010.10	375.73	500.46	42.09	918.28	90.9
559	Copper Bars, Ingots	Box	50	Cleveland, Ohio	522	.64	640.00	262.87	500.46	42.09	805.42	125.8
571	Metal Alloys - Tin	Box	29	Weirton, W.Va.	469	.94	545.20	169.58	304.95	35.33	509.86	93.5
583	Mfd.Iron & Steel	Gond.	40	Canton, Ohio	526	.87	696.00	246.18	378.47	35.78	660.43	94.9
583	Mfd.Iron & Steel	Box	40	Canton, Ohio	526	.87	696.00	221.77	407.36	38.87	668.00	96.0
583	Mfd.Iron & Steel	Gond.	40	Detroit, Mich.	621	1.03	824.00	290.64	378.47	35.78	704.89	85.5
583	Mfd.Iron & Steel	Box	40	Detroit, Mich.	621	1.03	824.00	261.83	407.36	38.87	708.06	85.9
583	Mfd.Iron & Steel	Gond.	40	Chicago, Ill.	880	1.12	896.00	411.85	378.47	35.78	826.10	92.2
583	Mfd.Iron & Steel	Box	40	Chicago, Ill.	880	1.12	896.00	371.03	407.36	38.87	817.26	91.2
653	Woodpulp	Box	41	Chagrin Falls, Ohio	552	.62	508.40	235.75	416.67	39.19	691.61	136.0
653	Woodpulp	Box	41	Middletown, Ohio	680	.75	615.00	290.42	416.67	39.19	746.28	121.3
657	Newsprint Paper	Box	26	Cincinnati, Ohio	714	.83	431.60	246.47	277.02	34.36	557.85	129.3
657	Newsprint Paper	Box	26	Cleveland, Ohio	552	.75	390.00	190.55	277.02	34.36	501.93	128.7
657	Newsprint Paper	Box	26	Toledo, Ohio	658	.84	436.80	227.14	277.02	34.36	538.52	123.3
657	Newsprint Paper	Box	26	Milwaukee, Wisc.	871	1.03	535.60	300.67	277.02	34.36	612.05	114.3
657	Newsprint Paper	Box	26	Pittsburgh, Pa.	426	.65	338.00	147.05	277.02	34.36	458.43	135.6
671	Wallboard	Box	22	Dayton, Ohio	680	.81	356.40	219.89	239.78	33.07	492.74	138.3
671	Wallboard	Box	22	Cleveland, Ohio	552	.75	330.00	178.50	239.78	33.07	451.35	136.8
671	Wallboard	Box	22	Massillon, Ohio	526	.69	303.60	170.09	239.78	33.07	442.94	145.9
671	Wallboard	Box	22	Chicago, Ill.	880	1.01	444.40	284.56	239.78	33.07	557.41	125.4
723	Burlap Bagging	Box	21	Indianapolis, Ind.	789	1.01	424.20	250.83	230.47	32.75	514.05	121.2
723	Burlap Bagging	Box	21	Pittsburgh, Pa.	426	.89	373.80	135.43	230.47	32.75	398.65	106.6

Revenues, Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of New York

[fol. 3403]

Group No.	Commodity Description	Type of Equipment	Average Weight Tons	Destinations	Short Line Miles*	Freight Revenues Rate	Freight Revenues Per Car	Costs Line Haul	Costs Terminal Port	Costs Terminal Destination	Costs Total	Ratio of Costs to Revenues
759	Sugar	Box	39	Pittsburgh, Pa.	426	$.52	$405.60	$177.29	$398.05	$38.55	$613.89	151.4%
759	Sugar	Box	39	Cleveland, Ohio	552	.78	608.40	229.72	398.05	38.55	666.32	109.5
759	Sugar	Box	39	Columbus, Ohio	611	.82	639.60	254.28	398.05	38.55	690.88	108.0
759	Sugar	Box	39	Detroit, Mich.	621	.82	639.60	258.44	398.05	38.55	695.04	108.7
763	Food Products,N.O.S.(Unfrozen)	Box	21	Cincinnati, Ohio	.714	.78	327.60	226.98	230.47	32.75	490.20	149.6
763	Food Products,N.O.S.(Unfrozen)	Box	21	Cleveland, Ohio	552	.69	289.80	175.48	230.47	32.75	438.70	151.4
763	Food Products,N.O.S.(Unfrozen)	Box	21	Chicago, Ill.	880	.96	403.20	279.76	230.47	32.75	542.98	134.7
763	Food Products,N.O.S.(Unfrozen)	Box	21	Pittsburgh, Pa.	426	.62	260.40	135.43	230.47	32.75	398.65	153.1
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Cleveland, Ohio	552	.81	226.80	154.39	165.30	30.50	350.19	154.4
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Detroit, Mich.	621	.90	252.00	173.69	165.30	30.50	369.49	146.6
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Pittsburgh, Pa.	426	.69	193.20	119.15	165.30	30.50	314.95	163.0
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Dayton, Ohio	680	.89	249.20	190.19	165.30	30.50	385.99	154.9
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Madison, Wis.	950	1.18	330.40	265.71	165.30	30.50	461.51	139.7
499	Prod.of Forests (Cork Waste)	Box	11	Beaver Falls, Pa.	426	.81	178.20	112.17	137.37	29.53	279.07	156.6
323	Clay,Ball or China	Box	50	New Castle, Pa.	490	.52	520.00	233.35	500.46	42.09	775.90	149.2
323	Clay,Ball or China	Box	50	Barberton, Ohio	540	.57	570.00	257.16	500.46	42.09	799.71	140.3
323	Clay,Ball or China	Box	50	Robinson, Ill.	925	.78	780.00	440.50	500.46	42.09	983.05	126.0
35	Cotton, Linters	Box	20	Flint, Mich.	647	.86	344.00	202.15	221.16	32.43	455.74	132.5
35	Cotton, Linters	Box	20	Chicago, Ill.	880	.94	376.00	274.95	221.16	32.43	528.54	140.6
35	Cotton, Linters	Box	20	St. Louis, Mo.	1,030	1.01	404.00	321.82	221.16	32.43	575.41	142.4
545	Tanning Material (Divi Pods)	Box	29	Boyne City, Mich.	818	1.15	667.00	295.77	304.95	35.33	636.05	95.4
545	Tanning Material (Divi Pods)	Box	29	Columbus, Ind.	802	1.03	597.40	289.98	304.95	35.33	630.26	105.5
545	Tanning Material (Divi Pods)	Box	29	Chicago, Ill.	880	1.08	626.40	318.19	304.95	35.33	658.47	105.1
763	Food Prod.N.O.S.(Unfrozen) Olives in BBls.	Box	15	Terre Haute, Ind.	861	.95	285.00	245.51	174.61	30.82	450.94	158.2
763	Food Prod.N.O.S.(Unfrozen) Olives in Bbls.	Box	15	Chicago, Ill.	880	.96	288.00	250.93	174.61	30.82	456.36	158.5
763	Citrus Juice in Bbls.	Box	15	Chicago, Ill.	880	.96	288.00	250.93	174.61	30.82	456.36	158.5

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* Excludes 10 mile arbitrary under Appendix K, Docket 15879, Eastern Class Rate Investigation.

Revenues, Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of Philadelphia

Commodity		Type of Equipment	Average Weight	Destinations	Short Line Miles	Freight Revenues		Costs				Ratios of Costs to Revenues
Group No.	Description		Tons			Rate	Per Car	Line Haul	Terminal Port	Terminal Destination	Total	
75	Coffee	Box	31	Cincinnati, Ohio	644	$.82	$508.40	$239.89	$139.33	$35.97	$415.19	81.7%
199	Prod.of Agr. Coconut	Box	22	Chicago, Ill.	814	.94	413.60	263.22	105.67	33.07	401.96	97.2
399	Prod.of Mines (Talc.)	Box	32	Crooksville, Ohio	501	.58	371.20	189.35	143.07	36.29	368.71	99.3
399	Prod.of Mines (Talc.)	Box	32	New Castle, Pa.	424	.56	358.40	160.25	143.07	36.29	339.61	94.8
399	Prod.of Mines (Talc.)	Box	32	Sebring, Ohio	443	.58	371.20	167.43	143.07	36.29	346.79	93.4
415	Plywood	Box	22	Warsaw, Ind.	704	.96	422.40	227.65	105.67	33.07	366.39	86.7
415	Plywood	Box	22	Rockford, Ill.	898	1.08	475.20	290.38	105.67	33.07	429.12	90.3
523	Rubber-Crude	Box	35	Akron, Ohio	475	.89	623.00	187.31	154.29	37.26	378.86	60.8
555	Aluminum,Bar,Ingot,Pig,Slab	Box	14	Cleveland, Ohio.	490	.99	277.20	137.05	75.75	30.50	243.30	87.8
559	Copper Bars, Ingots	Box	50	Indianapolis, Ind.	723	.99	990.00	344.30	210.39	42.09	596.78	60.3
559	Copper Bars, Ingots	Box	50	Cleveland, Ohio	490	.62	620.00	233.35	210.39	42.09	485.83	78.4
571	Metal Alloys - Tin	Box	29	Weirton, W.Va.	403	.92	533.60	145.71	131.85	35.33	312.89	58.6
583	Mfd.Iron & Steel	Gond.	40	Canton, Ohio	460	.85	680.00	215.29	138.41	35.78	389.48	57.3
583	Mfd.Iron & Steel	Box	40	Canton, Ohio	460	.85	680.00	193.95	172.99	38.87	405.81	59.7
583	Mfd.Iron & Steel	Gond.	40	Detroit, Mich.	637	1.01	808.00	298.13	138.41	35.78	472.32	58.5
583	Mfd.Iron & Steel	Box	40	Detroit, Mich.	637	1.01	808.00	268.57	172.99	38.87	480.43	59.5
583	Mfd.Iron & Steel	Gond.	40	Chicago, Ill.	814	1.10	880.00	380.97	138.41	35.78	555.16	63.1
583	Mfd.Iron & Steel	Box	40	Chicago, Ill.	814	1.10	880.00	343.20	172.99	38.87	555.06	63.1
653	Woodpulp	Box	41	Chagrin Falls, Ohio	490	.60	492.00	209.27	176.73	39.19	425.19	86.4
653	Woodpulp	Box	41	Middletown, Ohio	614	.73	598.60	262.23	176.73	39.19	478.15	79.9
657	Newsprint Paper	Box	26	Cincinnati, Ohio	644	.81	421.20	222.31	120.63	34.36	377.30	89.6
657	Newsprint Paper	Box	26	Cleveland, Ohio	490	.73	379.60	169.15	120.63	34.36	324.14	85.4
657	Newsprint Paper	Box	26	Toledo, Ohio	595	.82	426.40	205.39	120.63	34.36	360.38	84.5
657	Newsprint Paper	Box	26	Milwaukee, Wis.	878	1.01	525.20	303.08	120.63	34.36	458.07	87.2
657	Newsprint Paper	Box	26	Pittsburgh, Pa.	360	.63	327.60	124.27	120.63	34.36	279.26	85.2
671	Wallboard	Box	22	Dayton, Ohio	614	.79	347.60	198.54	105.67	33.07	337.28	97.0
671	Wallboard	Box	22	Cleveland, Ohio	490	.73	321.20	158.45	105.67	33.07	297.19	92.5
671	Wallboard	Box	22	Massillon, Ohio	460	.67	294.80	148.75	105.67	33.07	287.49	97.5
671	Wallboard	Box	22	Chicago, Ill.	814	.99	435.60	263.22	105.67	33.07	401.96	92.3
723	Burlap Bagging	Box	21	Indianapolis, Ind.	723	.99	415.80	229.84	101.93	32.75	364.52	87.7
723	Burlap Bagging	Box	21	Pittsburgh, Pa.	360	.87	365.40	114.45	101.93	32.75	249.13	68.2

[fol. 3405]

Revenues, Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of Philadelphia

Commodity Group No.	Commodity Description	Type of Equipment	Average Weight Tons	Destinations	Short Line Miles	Freight Revenues Rate	Freight Revenues Per Car	Costs Line Haul	Costs Terminal Port	Costs Terminal Destination	Costs Total	Ratio of Costs to Revenues
759	Sugar	Box	39	Pittsburgh, Pa.	360	$.50	$390.00	$149.82	$169.25	$38.55	$357.62	91.7%
759	Sugar	Box	39	Cleveland, Ohio	490	.76	592.80	203.92	169.25	38.55	411.72	69.5
759	Sugar	Box	39	Columbus, Ohio	545	.80	624.00	226.81	169.25	38.55	434.61	69.6
759	Sugar	Box	39	Detroit, Mich.	637	.80	624.00	265.10	169.25	38.55	472.90	75.8
763	Food Products,N.O.S.(Unfrozen)	Box	21	Cincinnati, Ohio	644	.76	319.20	204.73	101.93	32.75	339.41	106.3
763	Food Products,N.O.S.(Unfrozen)	Box	21	Cleveland, Ohio	490	.67	281.40	155.77	101.93	32.75	290.45	103.2
763	Food Products,N.O.S.(Unfrozen)	Box	21	Chicago, Ill.	814	.94	394.80	258.77	101.93	32.75	393.45	99.7
763	Food Products,N.O.S.(Unfrozen)	Box	21	Pittsburgh, Pa.	360	.60	252.00	114.45	101.93	32.75	249.13	98.9
735	Rope, Cordage (Baler & Binder Twine)	Box	14	Cleveland, Ohio	490	.79	221.20	137.05	75.75	30.50	243.30	110.0
735	Rope, Cordage (Baler & Binder Twine)	Box	14	Detroit, Mich.	637	.88	246.40	178.16	75.75	30.50	284.41	115.4
735	Rope, Cordage (Baler & Binder Twine)	Box	14	Pittsburgh, Pa.	360	.67	187.60	100.69	75.75	30.50	206.94	110.3
735	Rope, Cordage (Baler & Binder Twine)	Box	14	Dayton, Ohio	614	.87	243.60	171.73	75.75	30.50	277.98	114.1
735	Rope, Cordage (Baler & Binder Twine)	Box	14	Madison, Wis.	944	1.16	324.80	264.03	75.75	30.50	370.28	114.0
499	Prod.of Forests (Cork Waste)	Box	11	Beaver Falls, Pa.	360	.79	173.80	94.79	64.53	29.53	188.85	108.7
323	Clay, Ball or China	Box	50	New Castle, Pa.	424	.50	500.00	201.91	210.39	42.09	454.39	90.9
323	Clay, Ball or China	Box	50	Barberton, Ohio	475	.55	550.00	226.20	210.39	42.09	478.68	87.0
323	Clay, Ball or China	Box	50	Robinson, Ill.	859	.76	760.00	409.07	210.39	42.09	661.55	87.0
35	Cotton, Linters	Box	20	Flint, Mich.	663	.84	336.00	207.15	98.19	32.43	337.77	100.5
35	Cotton, Linters	Box	20	Chicago, Ill.	814	.92	368.00	254.33	98.19	32.43	384.95	104.6
35	Cotton, Linters	Box	20	St.Louis, Mo.	964	.99	396.00	301.20	98.19	32.43	431.82	109.0
545	Tanning Material (Divi Pods)	Box	29	Boyne City, Mich.	834	1.13	655.40	301.55	131.85	35.33	468.73	71.5
545	Tanning Material (Divi Pods)	Box	29	Columbus, Ind.	732	1.01	585.80	264.67	131.85	35.33	431.85	73.7
545	Tanning Material (Divi Pods)	Box	29	Chicago, Ill.	814	1.06	614.80	294.32	131.85	35.33	461.50	75.1
763	Food Prod.,N.O.S.(Unfrozen) Olives in Bbls.	Box	15	Terre Haute, Ind.	795	.93	279.00	226.69	79.49	30.82	337.00	120.8
763	Food Prod.,N.O.S.(Unfrozen) Olives in Bbls.	Box	15	Chicago, Ill.	814	.94	282.00	232.11	79.49	30.82	342.42	121.4
763	Citrus Juice in Bbls.	Box	15	Chicago, Ill.	814	.94	282.00	232.11	79.49	30.82	342.42	121.4

Revenues, Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of Baltimore

Commodity		Type of Equipment	Average Weight Tons	Destinations	Short Line Miles	Freight Revenues		Costs				Ratio of Costs to Revenues
Group No.	Description					Rate	Per Car	Line Haul	Terminal Port	Terminal Destination	Total	
75	Coffee	Box	31	Cincinnati, Ohio	560	$.81	$502.20	$208.60	$122.20	$35.97	$366.77	73.0%
199	Prod.of Agr. Coconut	Box	22	Chicago, Ill.	767	.93	409.20	248.02	92.86	33.07	373.95	91.4
399	Prod.of Mines (Talc.)	Box	32	Crooksville, Ohio	438	.57	364.80	165.54	125.46	36.29	327.29	89.7
399	Prod.of Mines (Talc.)	Box	32	New Castle, Pa.	378	.55	352.00	142.87	125.46	36.29	304.62	86.5
399	Prod.of Mines (Talc.)	Box	32	Sebring, Ohio	396	.57	364.80	149.67	125.46	36.29	311.42	85.4
415	Plywood	Box	22	Warsaw, Ind.	657	.95	418.00	212.45	92.86	33.07	338.38	81.0
415	Plywood	Box	22	Rockford, Ill.	851	1.07	470.80	275.18	92.86	33.07	401.11	85.2
523	Rubber-Crude	Box	35	Akron, Ohio	429	.88	616.00	169.17	135.24	37.26	341.67	55.5
555	Aluminum,Bar,Ingot,Pig,Slab	Box	14	Cleveland, Ohio	444	.98	274.40	124.18	66.78	30.50	221.46	80.7
559	Copper Bars, Ingots	Box	50	Indianapolis, Ind.	650	.98	980.00	309.54	184.14	42.09	535.77	54.7
559	Copper Bars, Ingots	Box	50	Cleveland, Ohio	444	.61	610.00	211.44	184.14	42.09	437.67	71.7
571	Metal Alloys - Tin	Box	29	Weirton, W.Va.	356	.91	527.80	128.72	115.68	35.33	279.73	53.0
583	Mfd.Iron & Steel	Gond.	40	Canton, Ohio	413	.84	672.00	193.29	72.11	35.78	301.18	44.8
583	Mfd.Iron & Steel	Box	40	Canton, Ohio	413	.84	672.00	174.13	151.54	38.87	364.54	54.2
583	Mfd.Iron & Steel	Gond.	40	Detroit, Mich.	604	1.00	800.00	282.68	72.11	35.78	390.57	48.8
583	Mfd.Iron & Steel	Box	40	Detroit, Mich.	604	1.00	800.00	254.66	151.54	38.87	445.07	55.6
583	Mfd.Iron & Steel	Gond.	40	Chicago, Ill.	767	1.09	872.00	358.97	72.11	35.78	466.86	53.5
583	Mfd.Iron & Steel	Box	40	Chicago, Ill.	767	1.09	872.00	323.39	151.54	38.87	513.80	58.9
653	Woodpulp	Box	41	Chagrin Falls, Ohio	444	.59	483.80	189.63	154.80	39.19	383.62	79.3
653	Woodpulp	Box	41	Middletown, Ohio	541	.72	590.40	231.05	154.80	39.19	425.04	72.0
657	Newsprint Paper	Box	26	Cincinnati, Ohio	560	.80	416.00	193.31	105.90	34.36	333.57	80.2
657	Newsprint Paper	Box	26	Cleveland, Ohio	444	.72	374.40	153.27	105.90	34.36	293.53	78.4
657	Newsprint Paper	Box	26	Toledo, Ohio	548	.81	421.20	189.17	105.90	34.36	329.43	78.2
657	Newsprint Paper	Box	26	Milwaukee, Wis.	831	1.00	520.00	286.86	105.90	34.36	427.12	82.1
657	Newsprint Paper	Box	26	Pittsburgh, Pa.	313	.62	322.40	108.05	105.90	34.36	248.31	77.0
671	Wallboard	Box	22	Dayton, Ohio	541	.78	343.20	174.94	92.86	33.07	300.87	87.7
671	Wallboard	Box	22	Cleveland, Ohio	444	.72	316.80	143.57	92.86	33.07	269.50	85.1
671	Wallboard	Box	22	Massillon, Ohio	413	.66	290.40	133.55	92.86	33.07	259.48	89.4
671	Wallboard	Box	22	Chicago, Ill.	767	.98	431.20	248.02	92.86	33.07	373.95	86.7
723	Burlap Bagging	Box	21	Indianapolis, Ind.	650	.98	411.60	206.64	89.60	32.75	328.99	79.9
723	Burlap Bagging	Box	21	Pittsburgh, Pa.	313	.86	361.20	99.50	89.60	32.75	221.85	61.4

3406

[fol. 3407]

Revenues, Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of Baltimore

Commodity Group No.	Commodity Description	Type of Equipment	Average Weight Tons	Destinations	Short Line Miles	Freight Revenues Rate	Freight Revenues Per Car	Costs Line Haul	Costs Terminal Port	Costs Terminal Destination	Costs Total	Ratio of Costs to Revenues
759	Sugar	Box	39	Pittsburgh, Pa.	313	$.49	$382.20	$130.26	$148.28	$38.55	$317.09	83.0%
759	Sugar	Box	39	Cleveland, Ohio	444	.75	585.00	184.78	148.28	38.55	371.61	63.5
759	Sugar	Box	39	Columbus, Ohio	479	.79	616.20	199.34	148.28	38.55	386.17	62.7
759	Sugar	Box	39	Detroit, Mich.	604	.79	616.20	251.36	148.28	38.55	438.19	71.1
763	Food Products,N.O.S.(Unfrozen)	Box	21	Cincinnati, Ohio	560	.75	315.00	178.03	89.60	32.75	300.38	95.4
763	Food Products,N.O.S.(Unfrozen)	Box	21	Cleveland, Ohio	444	.66	277.20	141.15	89.60	32.75	263.50	95.1
763	Food Products,N.O.S.(Unfrozen)	Box	21	Chicago, Ill.	767	.93	390.60	243.83	89.60	32.75	366.18	93.7
763	Food Products,N.O.S.(Unfrozen)	Box	21	Pittsburgh, Pa.	313	.59	247.80	99.50	89.60	32.75	221.85	89.5
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Cleveland, Ohio	444	.78	218.40	124.18	66.78	30.50	221.46	101.4
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Detroit, Mich.	604	.87	243.60	168.93	66.78	30.50	266.21	109.3
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Pittsburgh, Pa.	313	.66	184.80	87.54	66.78	30.50	184.82	100.0
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Dayton, Ohio	541	.86	240.80	151.31	66.78	30.50	248.59	103.2
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Madison, Wis.	897	1.15	322.00	250.88	66.78	30.50	348.16	108.1
499	Prod.of Forests (Cork Waste)	Box	11	Beaver Falls, Pa.	313	.78	171.60	82.42	57.00	29.53	168.95	98.5
323	Clay,Ball or China	Box	50	New Castle, Pa.	378	.49	490.00	180.01	184.14	42.09	406.24	82.9
323	Clay,Ball or China	Box	50	Barberton, Ohio	429	.54	540.00	204.30	184.14	42.09	430.53	79.7
323	Clay,Ball or China	Box	50	Robinson, Ill.	786	.75	750.00	374.30	184.14	42.09	600.53	80.1
35	Cotton, Linters	Box	20	Flint, Mich.	650	.83	332.00	203.09	86.34	32.43	321.86	96.9
35	Cotton, Linters	Box	20	Chicago, Ill.	767	.91	364.00	239.65	86.34	32.43	358.42	98.5
35	Cotton, Linters	Box	20	St.Louis, Mo.	891	.98	392.00	278.39	86.34	32.43	397.16	101.3
545	Tanning Material (Divi Pods)	Box	29	Boyne City, Mich.	832	1.12	649.60	300.83	115.68	35.33	451.84	69.6
545	Tanning Material (Divi Pods)	Box	29	Columbus, Ind.	648	1.00	580.00	234.30	115.68	35.33	385.31	66.4
545	Tanning Material (Divi Pods)	Box	29	Chicago, Ill.	767	1.05	609.00	277.33	115.68	35.33	428.34	70.3
763	Food Prod.N.O.S.(Unfrozen) Olives in Bbls.	Box	15	Terre Haute, Ind.	722	.92	276.00	205.88	70.04	30.82	306.74	111.1
763	Food Prod.N.O S.(Unfrozen) Olives in Bbls.	Box	15	Chicago, Ill.	767	.93	279.00	218.71	70.04	30.82	319.57	114.5
763	Citrus Juice in Bbls.	Box	15	Chicago, Ill.	767	.93	279.00	218.71	70.04	30.82	319.57	114.5

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Revenues, Line Haul and Inland Terminal Costs
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of Boston

Commodity		Type of Equipment	Average Weight Tons	Destinations	Short Line Miles	Freight Revenues		Costs	
Group No.	Description					Rate	Per Car	Line Haul	Terminal Destination
75	Coffee	Box	31	Cincinnati, Ohio	891	$.84	$520.80	$331.89	$35.97
199	Prod. of Agr. Coconut	Box	22	Chicago, Ill	973	.96	422.40	314.63	33.07
399	Prod. of Mines (Talc.)	Box	32	Crooksville, Ohio	775	.60	384.00	292.91	36.29
399	Prod. of Mines (Talc.)	Box	32	New Castle, Pa.	646	.58	371.20	244.16	36.29
399	Prod. of Mines (Talc.)	Box	32	Sebring, Ohio	673	.60	384.00	254.36	36.29
415	Plywood	Box	22	Warsaw, Ind.	874	.98	431.20	282.62	33.07
415	Plywood	Box	22	Rockford, Ill.	1,050	1.10	484.00	339.53	33.07
523	Rubber-Crude	Box	35	Akron, Ohio	683	.91	637.00	269.33	37.26
555	Aluminum, Bar, Ingot, Pig, Slab	Box	14	Cleveland, Ohio	652	1.01	282.80	182.36	30.50
559	Copper Bars, Ingots	Box	50	Indianapolis, Ind.	934	1.01	1,010.00	444.78	42.09
559	Copper Bars, Ingots	Box	50	Cleveland, Ohio	652	.64	640.00	310.49	42.09
571	Metal Alloys - Tin	Box	29	Weirton, W.Va.	706	.94	545.20	255.27	35.33
583	Mfd. Iron & Steel	Gond.	40	Canton, Ohio	691	.87	696.00	323.40	35.78
583	Mfd. Iron & Steel	Box	40	Canton, Ohio	691	.87	696.00	291.34	38.87
583	Mfd. Iron & Steel	Gond.	40	Detroit, Mich.	706	1.03	824.00	330.42	35.78
583	Mfd. Iron & Steel	Box	40	Detroit, Mich.	706	1.03	824.00	297.67	38.87
583	Mfd. Iron & Steel	Gond.	40	Chicago, Ill.	973	1.12	896.00	455.38	35.78
583	Mfd. Iron & Steel	Box	40	Chicago, Ill.	973	1.12	896.00	410.24	38.87
653	Woodpulp	Box	41	Chagrin Falls, Ohio	652	.62	508.40	278.46	39.19
653	Woodpulp	Box	41	Middletown, Ohio	836	.75	615.00	357.04	39.19
657	Newsprint Paper	Box	26	Cincinnati, Ohio	891	.83	431.60	307.57	34.36
657	Newsprint Paper	Box	26	Cleveland, Ohio	652	.75	390.00	225.07	34.36
657	Newsprint Paper	Box	26	Toledo, Ohio	759	.84	436.80	262.01	34.36
657	Newsprint Paper	Box	26	Milwaukee, Wisc.	953	1.03	535.60	328.97	34.36
657	Newsprint Paper	Box	26	Pittsburgh, Pa.	663	.65	338.00	228.87	34.36
671	Wallboard	Box	22	Dayton, Ohio	836	.81	356.40	270.33	33.07
671	Wallboard	Box	22	Cleveland, Ohio	652	.75	330.00	210.83	33.07
671	Wallboard	Box	22	Massillon, Ohio	691	.69	303.60	223.44	33.07
671	Wallboard	Box	22	Chicago, Ill.	973	1.01	444.40	314.63	33.07
723	Burlap Bagging	Box	21	Indianapolis, Ind.	934	1.01	424.20	296.92	32.75
723	Burlap Bagging	Box	21	Pittsburgh, Pa.	663	.89	373.80	210.77	32.75

3408

Revenues, Line Haul and Inland Terminal Costs
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of Boston

[fol. 3409]

Commodity		Type of Equipment	Average Weight Tons	Destinations	Short Line Miles	Freight Revenues		Costs	
Group No.	Description					Rate	Per Car	Line Haul	Terminal Destination
759	Sugar	Box	39	Pittsburgh, Pa.	663	$.52	$405.60	$275.92	$38.55
759	Sugar	Box	39	Cleveland, Ohio	652	.78	608.40	271.34	38.55
759	Sugar	Box	39	Columbus, Ohio	790	.82	639.60	328.77	38.55
759	Sugar	Box	39	Detroit, Mich.	706	.82	639.60	293.81	38.55
763	Food Products,N.O.S.(Unfrozen)	Box	21	Cincinnati, Ohio	891	.78	327.60	283.25	32.75
763	Food Products,N.O.S.(Unfrozen)	Box	21	Cleveland, Ohio	652	.69	289.80	207.27	32.75
763	Food Products,N.O.S.(Unfrozen)	Box	21	Chicago, Ill.	973	.96	403.20	309.32	32.75
763	Food Products,N.O.S.(Unfrozen)	Box	21	Pittsburgh, Pa.	663	.62	260.40	210.77	32.75
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Cleveland, Ohio	652	.81	226.80	182.36	30.50
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Detroit, Mich.	706	.90	252.00	197.46	30.50
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Pittsburgh, Pa.	663	.69	193.20	185.43	30.50
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Dayton, Ohio	836	.89	249.20	233.82	30.50
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Madison, Wisc.	1,032	1.18	330.40	288.64	30.50
499	Prod.of Forests (Cork Waste)	Box	11	Beaver Falls, Pa.	663	.81	178.20	174.58	29.53
323	Clay,Ball or China	Box	50	New Castle, Pa.	646	.52	520.00	307.63	42.09
323	Caly,Ball or China	Box	50	Barberton, Ohio	683	.57	570.00	325.25	42.09
323	Clay,Ball or China	Box	50	Robinson, Ill.	1,069	.78	780.00	509.07	42.09
35	Cotton, Linters	Box	20	Flint, Mich.	729	.86	344.00	227.77	32.43
35	Cotton, Linters	Box	20	Chicago, Ill.	973	.94	376.00	304.01	32.43
35	Cotton, Linters	Box	20	St. Louis, Mo.	1,174	1.01	404.00	366.81	32.43
545	Tanning Material (Divi Pods)	Box	29	Boyne City, Mich.	899	1.15	667.00	325.06	35.33
545	Tanning Material (Divi Pods)	Box	29	Columbus, Ind.	952	1.03	597.40	344.22	35.33
545	Tanning Material (Divi Pods)	Box	29	Chicago, Ill.	973	1.08	626.40	351.81	35.33
763	Food Prod.N.O.S.(Unfrozen) Olives in Bbls.	Box	15	Terre Haute, Ind.	1,005	.95	285.00	286.58	30.82
763	Food Prod.N.O.S.(Unfrozen) Olives in Bbls.	Box	15	Chicago, Ill.	973	.96	288.00	277.45	30.82
763	Citrus Juice in Bbls.	Box	15	Chicago, Ill.	973	.96	288.00	277.45	30.82

3409

Exhibit No. _____(JLH-2) REVISED

Affiant: J. L. Heywood

RECD
NOV 8. 1957
GENERAL SOLICITOR

Before the

INTERSTATE COMMERCE COMMISSION

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I & S DOCKET 6615

REVENUES, COSTS AND RATIOS OF REPRESENTATIVE MOVEMENTS OF EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY VIA PORTS OF NEW YORK, PHILADELPHIA AND BALTIMORE

ALSO

REVENUES, LINE HAUL AND INLAND TERMINAL COSTS OF REPRESENTATIVE MOVEMENTS OF EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY VIA PORT OF BOSTON

November 1957

Philadelphia, Pennsylvania

[fol.3411]

Summary of Revenues, Costs and Ratios
Representative Movements of
Export Traffic Terminating in Differential Territory
via
Ports of: New York, Philadelphia and Baltimore

Commodity		Type of Car	Average Weight (Tons)	Origin	New York, N.Y.			Philadelphia, Pa.			Baltimore, Md.		
Group No.	Description				Revenues	Costs	Ratio of Costs to Revenues	Revenues	Costs	Ratio of Costs to Revenues	Revenues	Costs	Ratio of Costs to Revenues
15	Wheat Flour	B	33	Indianapolis, Ind.	$379.50	$681.31	179.5%	$372.90	$460.63	123.5%	$366.30	$414.55	113.2%
17	Corn Meal	B	41	Decatur, Ill.	438.70	858.17	195.6	422.30	590.05	139.7	414.10	536.94	129.7
103	Malt	B	44	Manitowac, Wisc.	360.80	871.46	241.5	343.20	621.90	181.2	334.40	590.99	153.0
217	Meats, Cooked, Cured or Preserved	R	23	Cleveland, Ohio	377.20	537.71	142.6				363.40	322.70	88.8
219	Packing House Prod. (Lard)	R	22	Cleveland, Ohio	360.80	525.24	145.6				347.60	317.44	91.3
229	Butter	R	19	Chicago, Ill.	528.20	628.78	119.0				516.80	440.45	85.2
231	Cheese	R	24	Green Bay, Wisc.	715.20	713.82	99.8				700.80	540.50	77.1
299	Animal Tallow	B	26	Cincinnati, Ohio	509.60	557.85	109.5	499.20	377.30	75.6	494.00	333.57	67.5
45	Soybean Oil Meal	B	37	Decatur, Ill.	395.90	799.07	201.8	381.10	554.67	145.5	373.70	505.07	135.2
45	Soybean Oil Meal	B	37	Painesville, Ohio	329.30	631.30	191.7	314.50	392.16	124.7	307.10	358.78	116.8
515	Soybean Oil	B	31	Louisville, Ky.	663.40	666.47	100.5	651.00	456.16	70.1	644.80	407.74	63.2
539	Fertilizer (Ammonium Sulphate)	B	56	Bessemer, Pa.	418.88	817.16	195.1	396.48	460.08	116.0	385.28	407.03	105.6
539	Fertilizer (Ammonium Sulphate)	B	56	Gary, Ind.	638.40	1,048.23	164.2	616.00	691.15	112.2	604.80	638.10	105.5
549	Plastics	B	29	Marietta, Ohio	609.00	533.36	87.6	597.40	334.95	56.1	591.60	288.41	48.8
549	Plastics	B	29	Ottawa, Ill.	899.00	683.05	76.0	887.40	486.09	54.8	881.60	452.93	51.4
575	Billets, Iron and Steel	G	50	Canton, Ohio	532.00	777.09	146.1	512.00	446.34	87.2	502.00	335.78	66.9
583	Tin Plate	B	51	Steubenville, Ohio	489.60	778.08	158.9	469.20	450.65	96.0	459.00	401.29	87.4
583	Tin Sheets	G	36	Cleveland, Ohio	388.80	625.36	160.8	374.40	380.12	101.5	367.20	301.17	82.0
583	Tin Plate	G	50	Chicago, Ill.	760.00	962.09	126.6	740.00	631.34	85.3	730.00	520.78	71.3
583	Tin Plate	G	50	Gary, Ind.	760.00	962.09	126.6	740.00	631.34	85.3	730.00	520.78	71.3
583	Tin Plate	G	50	Detroit, Mich.	620.00	826.74	133.3	600.00	538.84	89.8	590.00	435.59	73.8
587	Iron and Steel Pipe	G	41	Aliquippa, Pa.	393.60	624.74	158.7	377.20	347.81	92.2	369.00	257.29	69.7
587	Iron and Steel Pipe	G	41	Youngstown, Ohio	426.40	655.04	153.6	410.00	378.11	92.2	401.80	288.06	71.7
587	Iron and Steel Pipe	G	41	Lorain, Ohio	442.80	684.40	154.6	426.40	409.36	96.0	418.20	319.31	76.4
595	Machinery	F	18	Oakley, Ohio	468.00	446.74	95.5	460.80	308.41	66.9	457.20	259.15	56.7
595	Machinery	G	18	Oakley, Ohio	468.00	469.16	100.2	460.80	328.39	71.3	457.20	276.20	60.4
659	Printing Paper	B	23	Hamilton, Ohio	423.20	517.27	122.2	414.00	354.57	85.6	409.40	313.66	76.6
669	Pulpboard	B	24	Rittman, Ohio	384.00	472.63	123.1	374.40	305.65	81.6	369.60	276.51	74.8
669	Pulpboard	B	24	Middletown, Ohio	398.40	519.43	130.4	388.80	352.12	90.6	384.00	313.95	81.8
697	Glass Bottles	B	18	Lancaster, Ohio	273.60	415.85	152.0	266.40	282.91	106.2	262.80	246.69	93.9

Summary of Revenues, Costs and Ratios
Representative Movements of
Export Traffic Terminating in Differential Territory
via
Ports of: New York, Philadelphia and Baltimore

Commodity					New York, N.Y.			Philadelphia, Pa.			Baltimore, Md.		
Group No.	Description	Type of Car	Average Weight (Tons)	Origin	Revenues	Costs	Ratio of Costs to Revenues	Revenues	Costs	Ratio of Costs to Revenues	Revenues	Costs	Ratio of Costs to Revenues
2763	Food Products, NOS, Unfrozen (Milk)	B	26	Columbus, Ohio	$390.00	$522.30	133.9%	$379.60	$343.12	90.4%	$374.40	$305.61	81.6%
2505	Lubricating Oil	B	24	Rouseville, Pa.	336.00	438.87	130.6	326.40	275.57	84.4	321.60	255.11	79.3
2773	Feed, Animal or Poultry	B	32	Battle Creek, Mich.	406.40	649.23	159.8	393.60	446.57	113.5	387.20	411.20	106.2
2773	Feed, Animal or Poultry	B	32	Toledo, Ohio	320.00	617.86	193.1	307.20	404.24	131.6	300.80	368.87	122.6
2215	Fresh Meats	R	20	Chicago, Ill.	748.00	643.04	86.0				736.00	447.48	60.8
2239	Hides and Skins	B	44	Chicago, Ill.	941.60	875.01	92.9	924.00	589.09	63.8	915.20	544.87	59.5
2591	Agricultural Implements	F	25	Racine, Wisc.	415.00	600.14	144.6	405.00	437.70	108.1	400.00	384.44	96.1
2623	Vehicle Parts	B	37	Detroit, Mich.	769.60	668.99	86.9	754.80	457.81	60.7	747.40	424.23	56.8
2627	Tires and Tubes	B	14	Akron, Ohio	305.20	346.83	113.6	299.60	239.10	79.8	296.80	217.27	73.2
2627	Tires and Tubes	B	14	Cleveland, Ohio	305.20	350.19	114.7	299.60	243.30	81.2	296.80	221.46	74.6
2707	Refrigerators	B	10	Appliance Park (Louisville), Ky.	356.00	369.74	103.9	352.00	284.42	80.8	350.00	255.71	73.1
1	Wheat	B	55	Chicago, Ill.	3/ 374.00	549.74	147.0	3/ 363.00	462.70	127.5	3/ 357.50	434.86	121.6
1	Wheat	B	55	Columbus, O.	506.00	414.29	81.9	495.00	327.25	66.1	489.50	289.85	59.2
3	Corn	B	55	Chicago, Ill.	3/ 374.00	549.65	147.0	3/ 363.00	462.70	127.5	3/ 357.50	434.86	121.6
3	Corn	B	55	Indianapolis, Ind.	506.00	503.92	99.6	495.00	416.88	84.2	489.50	375.95	76.8
2613	Automobiles, Pass., S.U.	B	6.25	Flint, Mich.	1/ 327.50	274.74	83.9	325.00	232.16	71.4	323.75	223.82	69.1
2613	Automobiles, Pass., S.U.	B	10	Flint, Mich.	524.00	324.10	61.9	520.00	260.96	50.2	518.00	250.56	48.4
2613	Automobiles, Pass., S.U.	B	6.25	Detroit, Mich.	311.25	268.57	86.3	308.75	225.98	73.2	307.50	212.90	69.2
2613	Automobiles, Pass., S.U.	B	10	Detroit, Mich.	498.00	317.40	63.7	494.00	254.25	51.5	492.00	238.69	48.5
2613	Automobiles, Pass., S.U.	B	7.5	Detroit, Mich.	2/ 315.00	284.85	90.4						
2613	Automobiles, Pass., S.U.	B	10	Detroit, Mich.	420.00	317.40	75.6						

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1/ - Not applicable for account N.Y.C.R.R. as origin carrier.
2/ - Applicable only for N.Y.C.R.R. as origin carrier.
3/ - Reshipping rate.

Revenues, Costs and Ratios
Representative Movements of
Export Traffic Terminating in Differential Territory
via
Port of New York

[fol. 3413]

Commodity						Freight Revenues		Costs				
									Terminal			
Group No.	Description	Type of Equipment	Average Weight Tons	Origins	Short Line Miles*	Rate	Per Car	Line Haul	Origin	Port	Total	Ratio of Costs to Revenues
15	Wheat Flour	Box	33	Indianapolis, Ind.	789	$.57½	$379.50	$302.51	$36.61	$342.19	$681.31	179.5%
17	Corn Meal	Box	41	Decatur, Ill.	942	.53½	438.70	402.31	39.19	416.67	858.17	195.6
103	Malt	Box	44	Manitowoc, Wisc.	872	.41	360.80	386.70	40.16	444.60	871.46	241.5
217	Meats, cooked (cured or preserved)	Refgr.	23	Cleveland, O.	552	.82	377.20	249.29	30.03	258.39	537.71	142.6
219	Packing House Prod. (Lard)	Refgr.	22	Cleveland, O.	552	.82	360.80	246.28	29.71	249.25	525.24	145.6
229	Butter	Refgr.	19	Chicago, Ill.	880	1.39	528.20	378.21	28.74	221.83	628.78	119.0
231	Cheese	Refgr.	24	Green Bay, Wisc.	910	1.49	715.20	415.94	30.35	267.53	713.82	99.8
299	Animal Tallow	Box	26	Cincinnati, O.	714	.98	509.60	246.47	34.36	277.02	557.85	109.5
45	Soybean Oil Meal	Box	37	Decatur, Ill.	942	.53½	395.90	381.74	37.90	379.43	799.07	201.8
45	Soybean Oil Meal	Box	37	Painesville, O.	528	.44½	329.30	213.97	37.90	379.43	631.30	191.7
515	Soybean Oil	Box	31	Louisville, Ky.	824	1.07	663.40	306.93	35.97	323.57	666.47	100.5
539	Fertilizer (ammonium sulphate)	Box	56	Bessemer, Pa.	426	7.48	418.88	216.82	44.02	556.32	817.16	195.1
539	Fertilizer (ammonium sulphate)	Box	56	Gary, Ind.	880	11.40	638.40	447.89	44.02	556.32	1,048.23	164.2
549	Plastics	Box	29	Marietta, O.	534	1.05	609.00	193.08	35.33	304.95	533.36	87.6
549	Plastics	Box	29	Ottawa, Ill.	948	1.55	899.00	342.77	35.33	304.95	683.05	76.0
575	Billets, I.& S.	Gond.	50	Canton, O.	526	10.64	532.00	274.89	37.63	464.57	777.09	146.1
583	Tin Plate	Box	51	Steubenville, O.	469	.48	489.60	225.90	42.41	509.77	778.08	158.9
583	Sheets	Gond.	36	Cleveland, O.	552	.54	388.80	246.29	35.04	344.03	625.36	160.8
583	Plates	Gond.	50	Chicago, Ill.	880	.76	760.00	459.89	37.63	464.57	962.09	126.6
583	Plates	Gond.	50	Gary, Ind.	880	.76	760.00	459.89	37.63	464.57	962.09	126.6
583	Plates	Gond.	50	Detroit, Mich.	621	.62	620.00	324.54	37.63	464.57	826.74	133.3
587	I. & S. Pipe	Gond.	41	Aliquippa, Pa.	426	.48	393.60	201.70	35.96	387.08	624.74	158.7
587	I. & S. Pipe	Gond.	41	Youngstown, O.	490	.52	426.40	232.00	35.96	387.08	655.04	153.6
587	I. & S. Pipe	Gond.	41	Lorain, O.	552	.54	442.80	261.36	35.96	387.08	684.40	154.6
595	Machinery	Flat	18	Oakley, O.	714	1.30	468.00	223.54	34.15	189.05	446.74	95.5
595	Machinery	Gond.	18	Oakley, O.	714	1.30	468.00	248.41	31.70	189.05	469.16	100.2
659	Printing Paper	Box	23	Hamilton, O.	714	.92	423.20	234.78	33.40	249.09	517.27	122.2
669	Pulpboard	Box	24	Rittman, O.	540	.80	384.00	180.51	33.72	258.40	472.63	123.1
669	Pulpboard	Box	24	Middletown, O.	680	.83	398.40	227.31	33.72	258.40	519.43	130.4
697	Glass Bottles	Box	18	Lancaster, O.	602	.76	273.60	181.52	31.79	202.54	415.85	152.0
763	Food Products, N.O.S. Unfrozen (Milk)	Box	26	Columbus, O.	611	.75	390.00	210.92	34.36	277.02	522.30	133.9
505	Lubricating Oil	Box	24	Rouseville, Pa.	439	.70	336.00	146.75	33.72	258.40	438.87	130.6
773	Feed, Animal or Poultry	Box	32	Battle Creek, Mich.	741	.63½	406.40	280.06	36.29	332.88	649.23	159.8
773	Feed, Animal or Poultry	Box	32	Toledo, O.	658	.50	320.00	248.69	36.29	332.88	617.86	193.1
215	Fresh Meats	Refgr.	20	Chicago, Ill	880	1.87	748.00	383.01	29.06	230.97	643.04	86.0

Revenues, Costs and Ratios
Representative Movements of
Export Traffic Terminating in Differential Territory
via
Port of New York

Commodity		Type of Equipment	Average Weight Tons	Origin	Short Line Miles*	Freight Revenues		Costs				Ratio of Costs to Revenues
									Terminal			
Group No.	Description					Rate	Per Car	Line Haul	Origin	Port	Total	
239	Hides and Skins	Box	44	Chicago, Ill.	880	$1.07	$941.60	$390.25	$40.16	$444.60	$875.01	92.9%
591	Agricultural Implements	Flat	25	Racine, Wisc.	895	.83	415.00	314.41	36.41	249.32	600.14	144.6
623	Vehicle Parts	Box	37	Detroit, Mich.	621	1.04	769.60	251.66	37.90	379.43	668.99	86.9
627	Tires and Tubes	Box	14	Akron, O.	540	1.09	305.20	151.03	30.50	165.30	346.83	113.6
627	Tires and Tubes	Box	14	Cleveland, O.	552	1.09	305.20	154.39	30.50	165.30	350.19	114.7
707	Refrigerators	Box	10	Appliance Park (Louisville) Ky.	824	1.78	356.00	212.47	29.21	128.06	369.74	103.9
1	Wheat	Box	55	Chicago, Ill.	880	3/ .34	374.00	443.09	43.70	62.95	549.74	147.0
1	Wheat	Box	55	Columbus, O.	611	.46	506.00	307.64	43.70	62.95	414.29	81.9
3	Corn	Box	55	Chicago, Ill.	880	3/ .34	374.00	443.00	43.70	62.95	549.65	147.0
3	Corn	Box	55	Indianapolis, Ind.	789	.46	506.00	397.27	43.70	62.95	503.92	99.6
613	Automobiles, Passenger, S.U.	Box	A	Flint, Mich.	647	2.62	327.50	153.59	28.00	93.15	274.74	83.9
613	Automobiles, Passenger, S.U.	Box	B	Flint, Mich.	647	2.62	524.00	166.83	29.21	128.06	324.10	61.9
613	Automobiles, Passenger, S.U.	Box	A	Detroit, Mich.	621	1/ 2.49	311.25	147.42	28.00	93.15	268.57	86.3
613	Automobiles, Passenger, S.U.	Box	B	Detroit, Mich.	621	2.49	498.00	160.13	29.21	128.06	317.40	63.7
613	Automobiles, Passenger, S.U.	Box	C	Detroit, Mich.	621	2/ 2.10	315.00	151.65	28.41	104.79	284.85	90.4
613	Automobiles, Passenger, S.U.	Box	B	Detroit, Mich.	621	2.10	420.00	160.13	29.21	128.06	317.40	75.6

3414

A - Based on Minimum Weight 12,500 lbs. for cars not exceeding 50'7" in length.
B - Based on Minimum Weight 20,000 lbs. for cars exceeding 50'8" in length.
C - Based on Minimum Weight 15,000 lbs. for cars not exceeding 50'7" in length.
1/ - Not applicable for Account N.Y.C.R.R. as Origin Carrier.
2/ - Applicable only for Account N.Y.C.R.R. as Origin Carrier.
3/ - Reshipping Rate.

* Excludes 10 miles Arbitrary under Appendix K, Docket 15879, Eastern Class Rate Investigation.

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Revenues, Costs and Ratios
Representative Movements of
Export Traffic Terminating in Differential Territory
via
Port of Philadelphia

Group No.	Commodity: Description	Type of Equipment	Average Weight Tons	Origin	Short Line Miles	Freight Revenues: Rate	Freight Revenues: Per Car	Costs: Line Haul	Costs: Terminal: Origin	Costs: Terminal: Port	Costs: Total	Ratio of Costs to Revenues
15	Wheat Flour	Box	33	Indianapolis, Ind.	723	$.56½	$372.90	$277.21	$36.61	$146.81	$460.63	123.5%
17	Corn Meal	Box	41	Decatur, Ill.	876	.51½	422.30	374.13	39.19	176.73	590.05	139.7
103	Malt	Box	44	Manitowoc, Wisc.	888	.39	343.20	393.79	40.16	187.95	621.90	181.2
217	Meats, cooked (cured or preserved)	Refgr.	23	Cleveland, O.								
219	Packing House Prod. (Lard)	Refgr.	22	Cleveland, O.								
229	Butter	Refgr.	19	Chicago, Ill.								
231	Cheese	Refgr.	24	Green Bay, Wisc.								
299	Animal Tallow	Box	26	Cincinnati, O.	644	.96	499.20	222.31	34.36	120.63	377.30	75.6
45	Soybean Oil Meal	Box	37	Decatur, Ill.	876	.51½	381.10	355.00	37.90	161.77	554.67	145.5
45	Soybean Oil Meal	Box	37	Painesville, O.	475	.42½	314.50	192.49	37.90	161.77	392.16	124.7
515	Soybean Oil	Box	31	Louisville, Ky.	754	1.05	651.00	280.86	35.97	139.33	456.16	70.1
539	Fertilizer (ammonium sulphate)	Box	56	Bessemer, Pa.	360	7.08	396.48	183.23	44.02	232.83	460.08	116.0
539	Fertilizer (ammonium sulphate)	Box	56	Gary, Ind.	814	11.00	616.00	414.30	44.02	232.83	691.15	112.2
549	Plastics	Box	29	Marietta, O.	464	1.03	597.40	167.77	35.33	131.85	334.95	56.1
549	Plastics	Box	29	Ottawa, Ill.	882	1.53	887.40	318.91	35.33	131.85	486.09	54.8
575	Billets, I. & S.	Gond.	50	Canton, O.	460	10.24	512.00	240.40	37.63	168.31	446.34	87.2
583	Tin Plate	Box	51	Steubenville, O.	403	.46	469.20	194.11	42.41	214.13	450.65	96.0
583	Sheets	Gond.	36	Cleveland, O.	490	.52	374.40	218.63	35.04	126.45	380.12	101.5
583	Plates	Gond.	50	Chicago, Ill.	814	.74	740.00	425.40	37.63	168.31	631.34	85.3
583	Plates	Gond.	50	Gary, Ind.	814	.74	740.00	425.40	37.63	168.31	631.34	85.3
583	Plates	Gond.	50	Detroit, Mich.	637	.60	600.00	332.90	37.63	168.31	538.84	89.8
587	I. & S. Pipe	Gond.	41	Aliquippa, Pa.	360	.46	377.20	170.45	35.96	141.40	347.81	92.2
587	I. & S. Pipe	Gond.	41	Youngstown, O.	424	.50	410.00	200.75	35.96	141.40	378.11	92.2
587	I. & S. Pipe	Gond.	41	Lorain, O.	490	.52	426.40	232.00	35.96	141.40	409.36	96.0
595	Machinery	Flat	18	Oakley, O.	644	1.28	460.80	201.63	34.15	72.63	308.41	66.9
595	Machinery	Gond.	18	Oakley, O.	644	1.28	460.80	224.06	31.70	72.63	328.39	71.3
659	Printing Paper	Box	23	Hamilton, O.	644	.90	414.00	211.76	33.40	109.41	354.57	85.6
669	Pulpboard	Box	24	Rittman, O.	475	.78	374.40	158.78	33.72	113.15	305.65	81.6
669	Pulpboard	Box	24	Middletown, O.	614	.81	388.80	205.25	33.72	113.15	352.12	90.6
697	Glass Bottles	Box	18	Lancaster, O.	532	.74	266.40	160.41	31.79	90.71	282.91	106.2
763	Food Products, N.O.S. Unfrozen (Milk)	Box	26	Columbus, O.	545	.73	379.60	188.13	34.36	120.63	343.12	90.4
505	Lubricating Oil	Box	24	Rouseville, Pa.	385	.68	326.40	128.70	33.72	113.15	275.57	84.4
773	Feed, Animal or Poultry	Box	32	Battle Creek, Mich.	707	.61½	393.60	267.21	36.29	143.07	446.57	113.5
773	Feed, Animal or Poultry	Box	32	Toledo, O.	595	.48	307.20	224.88	36.29	143.07	404.24	131.6
215	Fresh Meats	Refgr.	20	Chicago, Ill.								

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Revenues, Costs and Ratios
Representative Movements of
Export Traffic Terminating in Differential Territory
via
Port of Philadelphia

Commodity		Type of Equipment	Average Weight Tons	Origin	Short Line Miles	Freight Revenues		Costs				Ratio of Costs to Revenues
Group No.	Description					Rate	Per Car	Line Haul	Terminal Origin	Terminal Port	Total	
239	Hides and Skins	Box	44	Chicago, Ill.	814	$1.05	$924.00	$360.98	$40.16	$187.95	$589.09	63.8%
591	Agricultural Implements	Flat	25	Racine, Wisc.	876	.81	405.00	307.73	36.41	93.56	437.70	108.1
623	Vehicle Parts	Box	37	Detroit, Mich.	637	1.02	754.80	258.14	37.90	161.77	457.81	60.7
627	Tires and Tubes	Box	14	Akron, O.	475	1.07	299.60	132.85	30.50	75.75	239.10	79.8
627	Tires and Tubes	Box	14	Cleveland, O.	490	1.07	299.60	137.05	30.50	75.75	243.30	81.2
707	Refrigerators	Box	10	Appliance Park, (Louisville) Ky.	754	1.76	352.00	194.42	29.21	60.79	284.42	80.8
1	Wheat	Box	55	Chicago, Ill.	814	3/ .33	363.00	409.86	43.70	9.14	462.70	127.5
1	Wheat	Box	55	Columbus, O.	545	.45	495.00	274.41	43.70	9.14	327.25	66.1
3	Corn	Box	55	Chicago, Ill.	814	3/ .33	363.00	409.86	43.70	9.14	462.70	127.5
3	Corn	Box	55	Indianapolis, Ind.	723	.45	495.00	364.04	43.70	9.14	416.88	84.2
613	Automobiles, Passenger, S.U.	Box	A	Flint, Mich.	663	2.60	325.00	157.39	28.00	46.77	232.16	71.4
613	Automobiles, Passenger, S.U.	Box	B	Flint, Mich.	663	2.60	520.00	170.96	29.21	60.79	260.96	50.2
613	Automobiles, Passenger, S.U.	Box	A	Detroit, Mich.	637	2.47	308.75	151.21	28.00	46.77	225.98	73.2
613	Automobiles, Passenger, S.U.	Box	B	Detroit, Mich.	637	2.47	494.00	164.25	29.21	60.79	254.25	51.5
613	Automobiles, Passenger, S.U.	Box	C	Detroit, Mich.	-	-	-	-	-	-	-	-
613	Automobiles, Passenger, S.U.	Box	B	Detroit, Mich.	-	-	-	-	-	-	-	-

3416

A - Based on Minimum Weight 12,500 lbs. for cars not exceeding 50'7" in length.
B - Based on Minimum Weight 20,000 lbs. for cars exceeding 50'8" in length.
C - Based on Minimum Weight 15,000 lbs. for cars not exceeding 50'7" in length.
1/ - Not applicable for Account N.Y.C.R.R. as Origin Carrier.
2/ - Applicable only for Account N.Y.C.R.R. as Origin Carrier.
3/ - Reshipping Rate

Revenues, Costs and Ratios
Representative Movements of
Export Traffic Terminating in Differential Territory via Port of Baltimore

[fol. 3417]

Commodity		Type of Equipment	Average Weight Tons	Origin	Short Line Miles	Freight Revenues		Costs				Ratio of Costs to Revenues
Group No.	Description					Rate	Per Car	Line Haul	Terminal Origin	Terminal Port	Total	
15	Wheat Flour	Box	33	Indianapolis, Ind.	650	$.55½	$366.30	$249.22	$36.61	$128.72	$414.55	113.2%
17	Corn Meal	Box	41	Decatur, Ill.	803	.50½	414.10	342.95	39.19	154.80	536.94	129.7
103	Malt	Box	44	Manitowoc, Wisc.	871	.38	334.40	386.25	40.16	164.58	590.99	153.0
217	Meats, cooked (cured or preserved)	Refgr.	23	Cleveland, O.	444	.79	363.40	200.52	30.03	92.15	322.70	88.8
219	Packing House Prod. (Lard)	Refgr.	22	Cleveland, O.	444	.79	347.60	198.10	29.71	89.63	317.44	91.3
229	Butter	Refgr.	19	Chicago, Ill.	767	1.36	516.80	329.64	28.74	82.07	440.45	85.2
231	Cheese	Refgr.	24	Green Bay, Wisc.	909	1.46	700.80	415.48	30.35	94.67	540.50	77.1
299	Animal Tallow	Box	26	Cincinnati, O.	560	.95	494.00	193.31	34.36	105.90	333.57	67.5
45	Soybean Oil Meal	Box	37	Decatur, Ill.	803	.50½	373.70	325.41	37.90	141.76	505.07	135.2
45	Soybean Oil Meal	Box	37	Painesville, O.	442	.41½	307.10	179.12	37.90	141.76	358.78	116.8
515	Soybean Oil	Box	31	Louisville, Ky.	670	1.04	644.80	249.57	35.97	122.20	407.74	63.2
539	Fertilizer (ammonium sulphate)	Box	56	Bessemer, Pa.	313	6.88	385.28	159.31	44.02	203.70	407.03	105.6
539	Fertilizer (ammonium sulphate)	Box	56	Gary, Ind.	767	10.80	604.80	390.38	44.02	203.70	638.10	105.5
549	Plastics	Box	29	Marietta, O.	380	1.02	591.60	137.40	35.33	115.68	288.41	48.8
549	Plastics	Box	29	Ottawa, Ill.	835	1.52	881.60	301.92	35.33	115.68	452.93	51.4
575	Billets, I. & S.	Gond.	50	Canton, O.	413	10.04	502.00	215.84	37.63	82.31	335.78	66.9
583	Tin Plate	Box	51	Steubenville, O.	356	.45	459.00	171.48	42.41	187.40	401.29	87.4
583	Sheets	Gond.	36	Cleveland, O.	444	.51	367.20	198.10	35.04	68.03	301.17	82.0
583	Plates	Gond.	50	Chicago, Ill.	767	.73	730.00	400.84	37.63	82.31	520.78	71.3
583	Plates	Gond.	50	Gary, Ind.	767	.73	730.00	400.84	37.63	82.31	520.78	71.3
583	Plates	Gond.	50	Detroit, Mich.	604	.59	590.00	315.65	37.63	82.31	435.59	73.8
587	I. & S. Pipe	Gond.	41	Aliquippa, Pa.	313	.45	369.00	148.20	35.96	73.13	257.29	69.7
587	I. & S. Pipe	Gond.	41	Youngstown, O.	378	.49	401.80	178.97	35.96	73.13	288.06	71.7
587	I. & S. Pipe	Gond.	41	Lorain, O.	444	.51	418.20	210.22	35.96	73.13	319.31	76.4
595	Machinery	Flat	18	Oakley, O.	560	1.27	457.20	175.33	34.15	49.67	259.15	56.7
595	Machinery	Gond.	18	Oakley, O.	560	1.27	457.20	194.83	31.70	49.67	276.20	60.4
659	Printing Paper	Box	23	Hamilton, O.	560	.89	409.40	184.14	33.40	96.12	313.66	76.6
669	Pulpboard	Box	24	Rittman, O.	429	.77	369.60	143.41	33.72	99.38	276.51	74.8
669	Pulpboard	Box	24	Middletown, O.	541	.80	384.00	180.85	33.72	99.38	313.95	81.8
697	Glass Bottles	Box	18	Lancaster, O.	448	.73	262.80	135.08	31.79	79.82	246.69	93.9
763	Food Products, N.O.S. Unfrozen (Milk)	Box	26	Columbus, O.	479	.72	374.40	165.35	34.36	105.90	305.61	81.6
505	Lubricating Oil	Box	24	Rouseville, Pa.	365	.67	321.60	122.01	33.72	99.38	255.11	79.3
773	Feed, Animal or Poultry	Box	32	Battle Creek, Mich.	660	.60½	387.20	249.45	36.29	125.46	411.20	106.2
773	Feed, Animal or Poultry	Box	32	Toledo, O.	548	.47	300.80	207.12	36.29	125.46	368.87	122.6
215	Fresh Meats	Refgr.	20	Chicago, Ill.	767	1.84	736.00	333.83	29.06	84.59	447.48	60.8

Revenues, ~~Costs~~ and Ratios
Representative Movements of
Export Traffic Terminating in Differential Territory
via
Port of Baltimore

Commodity		Type of Equipment	Average Weight Tons	Origin	Short Line Miles	Freight Revenues		Costs				Ratio of Costs to Revenues
Group No.	Description					Rate	Per Car	Line Haul	Terminal Origin	Terminal Port	Total	
239	Hides and Skins	Box	44	Chicago, Ill.	767	$1.04	$915.20	$340.13	$40.16	$164.58	$544.87	59.5%
591	Agricultural Implements	Flat	25	Racine, Wisc.	829	.80	400.00	291.22	36.41	56.81	384.44	96.1
623	Vehicle Parts	Box	37	Detroit, Mich.	604	1.01	747.40	244.77	37.90	141.76	424.43	56.8
627	Tires and Tubes	Box	14	Akron, O.	429	1.06	296.80	119.99	30.50	66.78	217.27	73.2
627	Tires and Tubes	Box	14	Cleveland, O.	444	1.06	296.80	124.18	30.50	66.78	221.46	74.6
707	Refrigerators	Box	10	Appliance Park, (Louisville) Ky.	670	1.75	350.00	172.76	29.21	53.74	255.71	73.1
1	Wheat	Box	55	Chicago, Ill.	767	3/ .32½	357.50	386.19	43.70	4.97	434.86	121.6
1	Wheat	Box	55	Columbus, O.	479	.44½	489.50	241.18	43.70	4.97	289.85	59.2
3	Corn	Box	55	Chicago, Ill.	767	3/ .32½	357.50	386.19	43.70	4.97	434.86	121.6
3	Corn	Box	55	Indianapolis, Ind.	650	.44½	489.50	327.28	43.70	4.97	375.95	76.8
613	Automobiles, Passenger, S.U.	Box	A	Flint, Mich.	650	2.59	323.75	154.30	28.00	41.52	223.82	69.1
613	Automobiles, Passenger, S.U.	Box	B	Flint, Mich.	650	2.59	518.00	167.61	29.21	53.74	250.56	48.4
613	Automobiles, Passenger, S.U.	Box	A	Detroit, Mich.	604	2.46	307.50	143.38	28.00	41.52	212.90	69.2
613	Automobiles, Passenger, S.U.	Box	B	Detroit, Mich.	604	2.46	492.00	155.74	29.21	53.74	238.69	48.5
613	Automobiles, Passenger, S.U.	Box	C	Detroit, Mich.	-	-	-	-	-	-	-	-
613	Automobiles Passenger, S.U.	Box	B	Detroit, Mich.	-	-	-	-	-	-	-	-

3418

A - Based on Minimum Weight 12,500 lbs. for cars not exceeding 50'7" in length.
B - Based on Minimum Weight 20,000 lbs. for cars exceeding 50'8" in length.
C - Based on Minimum Weight 15,000 lbs. for cars not exceeding 50'7" in length.
1/ - Not applicable for Account N.Y.C.R.R. as Origin Carrier.
2/ - Applicable only for Account N.Y.C.R.R. as Origin Carrier.
3/ - Reshipping Rate.

[fol. 3419]

Revenues, Line Haul and Inland Terminal Costs
Representative Movements of
Export Traffic Terminating in Differential Territory
via
Port of Boston

Commodity		Type of Equipment	Average Weight Tons	Origin	Short Line Miles	Freight Revenues		Costs	
Group No.	Description					Rate	Per Car	Line Haul	Terminal Origin
15	Wheat Flour	Box	33	Indianapolis, Ind.	934	$.57½	$379.50	$358.11	$36.61
17	Corn Meal	Box	41	Decatur, Ill.	1,068	.53½	438.70	456.13	39.19
103	Malt	Box	44	Manitowoc, Wisc.	953	.41	360.80	422.62	40.16
217	Meats, Cooked (Cured or Preserved)	Refgr.	23	Cleveland, Ohio	652	.82	377.20	294.46	30.03
219	Packing House Prod. (Lard)	Refgr.	22	Cleveland, Ohio	652	.82	360.80	290.90	29.71
229	Butter	Refgr.	19	Chicago, Ill.	973	1.39	528.20	418.18	28.74
231	Cheese	Refgr.	24	Green Bay, Wisc.	991	1.49	715.20	452.97	30.35
299	Animal Tallow	Box	26	Cincinnati, Ohio	891	.98	509.60	307.57	34.36
45	Soybean Oil Meal	Box	37	Decatur, Ill.	1,068	.53½	395.90	432.80	37.90
45	Soybean Oil Meal	Box	37	Painesville, Ohio	624	.44½	329.90	252.87	37.90
515	Soybean Oil	Box	31	Louisville, Ky.	1,002	1.07	663.40	372.87	35.97
539	Fertilizer (Ammonium Sulphate)	Box	56	Bessemer, Pa.	663	7.48	418.88	337.45	44.02
539	Fertilizer (Ammonium Sulphate)	Box	56	Gary, Ind.	973	11.40	638.40	495.23	44.02
549	Plastics	Box	29	Marietta, Ohio	771	1.05	609.00	278.77	35.33
549	Plastics	Box	29	Ottawa, Ill.	1,044	1.55	899.00	377.48	35.33
575	Billets, I.& S.	Gond.	50	Canton, Ohio	619	10.64	532.00	323.49	37.63
583	Tin Plate	Box	51	Steubenville, Ohio	706	.48	489.60	340.06	42.41
583	Sheets	Gond.	36	Cleveland, Ohio	652	.54	388.80	290.91	35.04
583	Plates	Gond.	50	Chicago, Ill.	973	.76	760.00	508.50	37.63
583	Plates	Gond.	50	Gary, Ind.	973	.76	760.00	508.50	37.63
583	Plates	Gond.	50	Detroit, Mich.	706	.62	620.00	368.96	37.63
587	I.& S.Pipe	Gond.	41	Aliquippa, Pa.	663	.48	393.60	313.91	35.96
587	I.& S.Pipe	Gond.	41	Youngstown, Ohio	646	.52	426.40	305.86	35.96
587	I.& S.Pipe	Gond.	41	Lorain, Ohio	652	.54	442.80	308.71	35.96
595	Machinery	Flat	18	Oakley, Ohio	891	1.30	468.00	278.96	34.15
595	Machinery	Gond.	18	Oakley, Ohio	891	1.30	468.00	310.00	31.70
659	Printing Paper	Box	23	Hamilton, Ohio	891	.92	423.20	292.98	33.40
669	Pulpboard	Box	24	Rittman, Ohio	683	.80	384.00	228.31	33.72
669	Pulpboard	Box	24	Middletown, Ohio	836	.83	398.40	279.46	33.72
697	Glass Bottles	Box	18	Lancaster, Ohio	818	.76	273.60	246.65	31.79
763	Food Products, N.O.S. Unfrozen (Milk)	Box	26	Columbus, Ohio	790	.75	390.00	272.71	34.36
505	Lubricating Oil	Box	24	Rouseville, Pa.	607	.70	336.00	202.91	33.72
773	Feed, Animal or Poultry	Box	32	Battle Creek, Mich.	822	.63½	406.40	310.68	36.29
773	Feed, Animal or Poultry	Box	32	Toledo, Ohio	759	.50	320.00	286.87	36.29
215	Fresh Meats	Refgr.	20	Chicago, Ill.	973	1.87	748.00	423.49	29.06

3419

I&S Docket 6615
Exhibit 50 (JLH-2)
Page 10 - Revised

Revenues, Line Haul and Inland Terminal Costs
Representative Movements of
Export Traffic Terminating in Differential Territory
via
Port of Boston

Commodity		Type of Equipment	Average Weight Tons	Origin	Short Line Miles	Freight Revenues		Costs	
Group No.	Description					Rate	Per Car	Line Haul	Terminal Origin
239	Hides and Skins	Box	44	Chicago, Ill.	973	$1.07	$941.60	$431.49	$40.16
591	Agricultural Implements	Flat	25	Racine, Wisc.	977	.83	415.00	343.22	36.41
623	Vehicle Parts	Box	37	Detroit, Mich.	706	1.04	769.60	286.10	37.90
627	Tires and Tubes	Box	14	Akron, O.	683	1.09	305.20	191.03	30.50
627	Tires and Tubes	Box	14	Cleveland, O.	652	1.09	305.20	182.36	30.50
707	Refrigerators	Box	10	Appliance Park (Louisville) Ky.	1,001	1.78	356.00	258.11	29.21
1	Wheat	Box	55	Chicago, Ill.	973	3/ .34	374.00	489.91	43.70
1	Wheat	Box	55	Columbus, O.	790	.46	506.00	397.77	43.70
3	Corn	Box	55	Chicago, Ill.	973	3/ .34	374.00	489.91	43.70
3	Corn	Box	55	Indianapolis, Ind.	934	.46	506.00	470.28	43.70
613	Automobiles, Passenger, S.U.	Box	A	Flint, Mich.	729	2.62	327.50	173.05	28.00
613	Automobiles, Passenger, S.U.	Box	B	Flint, Mich.	729	2.62	524.00	187.98	29.21
613	Automobiles, Passenger, S.U.	Box	A	Detroit, Mich.	706	1/ 2.49	311.25	167.59	28.00
613	Automobiles, Passenger, S.U.	Box	B	Detroit, Mich.	706	2.49	498.00	182.05	29.21
613	Automobiles, Passenger, S.U.	Box		Detroit, Mich.	706	2/ 2.10	315.00	172.41	28.41
613	Automobiles, Passenger, S.U.	Box	B	Detroit, Mich.	706	2.10	420.00	182.05	29.21

3420

A - Based on Minimum Weight 12,500 lbs. for cars not exceeding 50'7" in length.
B - Based on Minimum Weight 20,000 lbs. for cars exceeding 50'8" in length.
C - Based on Minimum Weight 15,000 lbs. for cars not exceeding 50'7" in length.
1/ - Not applicable for Account N.Y.C.R.R. as Origin Carrier.
2/ - Applicable only for Account N.Y.C.R.R. as Origin Carrier.
3/ - Reshipping Rate.

Exhibit No. _____(JLH-3)

Affiant: J. L. Heywood

[fol. 3421]

Before the

INTERSTATE COMMERCE COMMISSION

_____ oOo _____

I & S DOCKET 6615

REVENUES, OUT-OF-POCKET COSTS AND RATIOS OF REPRESENTATIVE MOVEMENTS OF IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY

VIA

PORT OF NEW YORK

34 v 1

February 1958

Philadelphia, Pennsylvania

Revenues, Out-of-Pocket Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of New York

Commodity		Type of	Average Weight		Short Line	Freight Revenues		Out-of-Pocket Costs				Ratio of Out-of-Pocket Costs to Revenues
Group No.	Description	Equipment	Tons	Destinations	Miles*	Rate	Per Car	Line Haul	Terminal Port	Terminal Destination	Total	
75	Coffee	Box	31	Cincinnati, Ohio	714	$.84	$520.80	$230.31	$262.70	$33.81	$526.82	101.2%
199	Prod. of Agr. Coconut	Box	22	Chicago, Ill.	880	.96	422.40	259.63	194.66	32.50	486.79	115.2
399	Prod. of Mines (Talc.)	Box	32	Crooksville, Ohio	566	.60	384.00	184.30	270.26	33.96	488.52	127.2
399	Prod. of Mines (Talc.)	Box	32	New Castle, Pa.	490	.58	371.20	159.55	270.26	33.96	463.77	124.9
399	Prod. of Mines (Talc.)	Box	32	Sebring, Ohio	509	.60	384.00	165.74	270.26	33.96	469.96	122.4
415	Plywood	Box	22	Warsaw, Ind.	773	.98	431.20	228.06	194.66	32.50	455.22	105.6
415	Plywood	Box	22	Rockford, Ill.	964	1.10	484.00	284.41	194.66	32.50	511.57	105.7
523	Rubber-Crude	Box	35	Akron, Ohio	540	.91	637.00	180.79	292.94	34.39	508.12	79.8
555	Aluminum,Bar,Ingot,Pig,Slab	Box	14	Cleveland, Ohio	552	1.01	282.80	149.35	134.18	31.34	314.87	111.3
559	Copper Bars, Ingots	Box	50	Indianapolis, Ind.	789	1.01	1,010.10	300.34	406.34	36.58	743.26	73.6
559	Copper Bars, Ingots	Box	50	Cleveland, Ohio	522	.64	640.00	198.71	406.34	36.58	641.63	100.3
571	Metal Alloys - Tin	Box	29	Weirton, W.Va.	469	.94	545.20	148.41	247.58	33.52	429.51	78.8
583	Mfd.Iron & Steel	Gond.	40	Canton, Ohio	526	.87	696.00	211.45	306.98	32.01	550.44	79.1
583	Mfd.Iron & Steel	Box	40	Canton, Ohio	526	.87	696.00	184.14	330.74	35.12	550.00	79.0
583	Mfd.Iron & Steel	Gond.	40	Detroit, Mich.	621	1.03	824.00	249.63	306.98	32.01	588.62	71.4
583	Mfd.Iron & Steel	Box	40	Detroit, Mich.	621	1.03	824.00	217.40	330.74	35.12	583.26	70.8
583	Mfd.Iron & Steel	Gond.	40	Chicago, Ill.	880	1.12	896.00	353.75	306.98	32.01	692.74	77.3
583	Mfd.Iron & Steel	Box	40	Chicago, Ill.	880	1.12	896.00	308.07	330.74	35.12	673.93	75.2
653	Woodpulp	Box	41	Chagrin Falls, Ohio	552	.62	508.40	194.93	338.30	35.27	568.50	111.8
653	Woodpulp	Box	41	Middletown, Ohio	680	.75	615.00	240.13	338.30	35.27	613.70	99.8
657	Newsprint Paper	Box	26	Cincinnati, Ohio	714	.83	431.60	219.39	224.90	33.08	477.37	110.6
657	Newsprint Paper	Box	26	Cleveland, Ohio	552	.75	390.00	169.61	224.90	33.08	427.59	109.6
657	Newsprint Paper	Box	26	Toledo, Ohio	658	.84	436.80	202.18	224.90	33.08	460.16	105.3
657	Newsprint Paper	Box	26	Milwaukee, Wisc.	871	1.03	535.60	267.63	224.90	33.08	525.61	98.1
657	Newsprint Paper	Box	26	Pittsburgh, Pa.	426	.65	338.00	130.90	224.90	33.08	388.88	115.1
671	Wallboard	Box	22	Dayton, Ohio	680	.81	356.40	200.62	194.66	32.50	427.78	120.0
671	Wallboard	Box	22	Cleveland, Ohio	552	.75	330.00	162.86	194.66	32.50	390.02	118.2
671	Wallboard	Box	22	Massillon, Ohio	526	.69	303.60	155.19	194.66	32.50	382.35	125.9
671	Wallboard	Box	22	Chicago, Ill.	880	1.01	444.40	259.63	194.66	32.50	486.79	109.5
723	Burlap Bagging	Box	21	Indianapolis, Ind.	789	1.01	424.20	230.37	187.10	32.36	449.83	106.0
723	Burlap Bagging	Box	21	Pittsburgh, Pa.	426	.89	373.80	124.38	187.10	32.36	343.84	92.0

3422

Revenues, Out-of-Pocket Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of New York

Commodity Group No.	Commodity Description	Type of Equipment	Average Weight Tons	Destinations	Short Line Miles*	Freight Revenues Rate	Freight Revenues Per Car	Out-of-Pocket Costs Line Haul	Out-of-Pocket Costs Terminal Port	Out-of-Pocket Costs Terminal Destination	Out-of-Pocket Costs Total	Ratio of Out-of-Pocket Costs to Revenues
759	Sugar	Box	39	Pittsburgh, Pa.	426	$.52	$405.60	$147.83	$323.18	$34.98	$505.99	124.8%
759	Sugar	Box	39	Cleveland, Ohio	552	.78	608.40	191.56	323.18	34.98	549.72	90.4
759	Sugar	Box	39	Columbus, Ohio	611	.82	639.60	212.03	323.18	34.98	570.19	89.1
759	Sugar	Box	39	Detroit, Mich.	621	.82	639.60	215.50	323.18	34.98	573.66	89.7
763	Food Products,N.O.S.(Unfrozen)	Box	21	Cincinnati, Ohio	714	.78	327.60	208.47	187.10	32.36	427.93	130.6
763	Food Products,N.O.S.(Unfrozen)	Box	21	Cleveland, Ohio	552	.69	289.80	161.17	187.10	32.36	380.63	131.3
763	Food Products,N.O.S.(Unfrozen)	Box	21	Chicago, Ill.	880	.96	403.20	256.94	187.10	32.36	476.40	118.2
763	Food Products,N.O.S.(Unfrozen)	Box	21	Pittsburgh, Pa.	426	.62	260.40	124.38	187.10	32.36	343.84	132.0
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Cleveland, Ohio	552	.81	226.80	149.35	134.18	31.34	314.87	138.8
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Detroit, Mich.	621	.90	252.00	168.02	134.18	31.34	333.54	132.4
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Pittsburgh, Pa.	426	.69	193.20	115.26	134.18	31.34	280.78	145.3
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Dayton, Ohio	680	.89	249.20	183.99	134.18	31.34	349.51	140.3
735	Rope,Cordage (Baler & Binder Twine)	Box	14	Madison, Wis.	950	1.18	330.40	257.04	134.18	31.34	422.56	127.9
499	Prod.of Forests (Cork Waste)	Box	11	Beaver Falls, Pa.	426	.81	178.20	111.35	111.50	30.90	253.75	142.4
323	Clay,Ball or China	Box	50	New Castle, Pa.	490	.52	520.00	186.52	406.34	36.58	629.44	121.0
323	Clay,Ball or China	Box	50	Barberton, Ohio	540	.57	570.00	205.56	406.34	36.58	648.48	113.8
323	Clay,Ball or China	Box	50	Robinson, Ill.	925	.78	780.00	352.11	406.34	36.58	795.03	101.9
35	Cotton, Linters	Box	20	Flint, Mich.	647	.86	344.00	186.93	179.54	32.21	398.68	115.9
35	Cotton, Linters	Box	20	Chicago, Ill.	880	.94	376.00	254.25	179.54	32.21	466.00	123.9
35	Cotton, Linters	Box	20	St. Louis, Mo.	1,030	1.01	404.00	297.59	179.54	32.21	509.34	126.1
545	Tanning Material (Divi Pods)	Box	29	Boyne City, Mich.	818	1.15	667.00	258.85	247.58	33.52	539.95	81.0
545	Tanning Material (Divi Pods)	Box	29	Columbus, Ind.	802	1.03	597.40	253.79	247.58	33.52	534.89	89.5
545	Tanning Material (Divi Pods)	Box	29	Chicago, Ill.	880	1.08	626.40	278.47	247.58	33.52	559.57	89.3
763	Food Prod.N.O.S.(Unfrozen) Olives in Bbls.	Box	15	Terre Haute, Ind.	861	.95	285.00	235.59	141.74	31.48	408.81	143.4
763	Food Prod.N.O.S.(unfrozen) Olives Bbls.	Box	15	Chicago, Ill.	880	.96	288.00	240.79	141.74	31.48	414.01	143.8
763	Citrus Juice in Bbls.	Box	15	Chicago, Ill.	880	.96	288.00	240.79	141.74	31.48	414.01	143.8

34x3

* Excludes 10 mile arbitrary under Appendix K, Docket 15879, Eastern Class Rate Investigation.

Exhibit No. _____ (JLH-4)

Affiant: J. L. Heywood

Before the

INTERSTATE COMMERCE COMMISSION

_____oOo_____

I & S DOCKET 6615

REVENUES, OUT-OF-POCKET COSTS AND RATIOS OF REPRESENTATIVE MOVEMENTS OF

EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY

VIA

PORT OF NEW YORK

3424

February 1958

Philadelphia, Pennsylvania

Revenues, Out-of-Pocket Costs and Ratios
Representative Movements of
Export Traffic Terminating in Differential Territory
via
Port of New York

[fol. 3425]

Commodity		Type of Equipment	Average Weight Tons	Origins	Short Line Miles*	Freight Revenues		Out-of-Pocket Costs				Ratio of Out-of-Pocket Costs to Revenues
Group No.	Description					Rate	Per Car	Line Haul	Terminal Origin	Terminal Port	Total	
15	Wheat Flour	Box	33	Indianapolis, Ind.	789	$.57½	$379.50	$259.32	$34.10	$277.82	$571.24	150.5%
17	Corn Meal	Box	41	Decatur, Ill.	942	.53½	438.70	332.66	35.27	338.30	706.23	161.0
103	Malt	Box	44	Mahitowoc, Wisc.	872	.41	360.80	315.94	35.70	360.98	712.62	197.5
217	Meats, cooked (cured or preserved)	Refgr.	23	Cleveland, O.	552	.82	377.20	234.24	28.17	209.62	472.03	125.1
219	Packing House Prod. (Lard)	Refgr.	22	Cleveland, O.	552	.82	360.80	232.55	28.03	202.20	462.78	128.3
229	Butter	Refgr.	19	Chicago, Ill.	880	1.39	528.20	362.67	27.59	179.95	570.21	108.0
231	Cheese	Refgr.	24	Green Bay, Wisc.	910	1.49	715.20	388.94	28.32	217.03	634.29	88.7
299	Animal Tallow	Box	26	Cincinnati, O.	714	.98	509.60	219.39	33.08	224.90	477.37	93.7
45	Soybean Oil Meal	Box	37	Decatur, Ill.	942	.53½	395.90	321.13	34.68	308.06	663.87	167.7
45	Soybean Oil Meal	Box	37	Painesville, O.	528	.44½	329.30	180.00	34.68	308.06	522.74	158.7
515	Soybean Oil	Box	31	Louisville, Ky.	824	1.07	663.40	265.79	33.81	262.70	562.30	84.8
539	Fertilizer (ammonium sulphate)	Box	56	Bessemer, Pa.	426	7.48	418.88	169.98	37.45	451.70	659.13	157.4
539	Fertilizer (ammonium sulphate)	Box	56	Gary, Ind.	880	11.40	638.40	351.13	37.45	451.70	840.28	131.6
549	Plastics	Box	29	Marietta, O.	534	1.05	609.00	168.98	33.52	247.58	450.08	73.9
549	Plastics	Box	29	Ottawa, Ill.	948	1.55	899.00	299.99	33.52	247.58	581.09	64.6
575	Billets, I.& S.	Gond.	50	Canton, O.	526	10.64	532.00	227.53	32.01	376.82	636.36	119.6
583	Tin Plate	Box	51	Steubenville, O.	469	.48	489.60	179.96	36.72	413.90	630.58	128.8
583	Sheets	Gond.	36	Cleveland, O.	552	.54	388.80	215.14	32.01	279.05	526.20	135.3
583	Plates	Gond.	50	Chicago, Ill.	880	.76	760.00	380.66	32.01	376.82	789.49	103.9
583	Plates	Gond.	50	Gary, Ind.	880	.76	760.00	380.66	32.01	376.82	789.49	103.9
583	Plates	Gond.	50	Detroit, Mich.	621	.62	620.00	268.62	32.01	376.82	677.45	109.3
587	I. & S. Pipe	Gond.	41	Aliquippa, Pa.	426	.48	393.60	172.55	32.01	313.97	518.53	131.7
587	I. & S. Pipe	Gond.	41	Youngstown, O.	490	.52	426.40	198.47	32.01	313.97	544.45	127.7
587	I. & S. Pipe	Gond.	41	Lorain, O.	552	.54	442.80	223.59	32.01	313.97	569.57	128.6
595	Machinery	Flat	18	Oakley, O.	714	1.30	468.00	211.12	34.63	153.34	399.09	85.3
595	Machinery	Gond.	18	Oakley, O.	714	1.30	468.00	238.98	32.01	153.34	424.33	90.7
659	Printing Paper	Box	23	Hamilton, O.	714	.92	423.20	212.84	32.65	202.22	447.71	105.8
669	Pulpboard	Box	24	Rittman, O.	540	.80	384.00	162.62	32.79	209.78	405.19	105.5
669	Pulpboard	Box	24	Middletown, O.	680	.83	398.40	204.78	32.79	209.78	447.35	112.3
697	Glass Bottles	Box	18	Lancaster, O.	602	.76	273.60	170.25	31.92	164.42	366.59	134.0
763	Food Products, N.O.S. Unfrozen (Milk)	Box	26	Columbus, O.	611	.75	390.00	187.74	33.08	224.90	445.72	114.3
505	Lubricating Oil	Box	24	Rouseville, Pa.	439	.70	336.00	132.21	32.79	209.78	374.78	111.5
773	Feed, Animal or Poultry	Box	32	Battle Creek, Mich.	741	.63½	406.40	241.28	33.96	270.26	545.50	134.2
773	Feed, Animal or Poultry	Box	32	Toledo, O.	658	.50	320.00	214.26	33.96	270.26	518.48	162.0
215	Fresh Meats	Refgr.	20	Chicago, Ill.	880	1.87	748.00	365.36	27.74	187.37	580.47	77.6

Revenues, Out-of-Pocket Costs and Ratios
Representative Movements of
Export Traffic Terminating in Differential Territory
via
Port of New York

Commodity		Type of Equipment	Average Weight Tons	Origins	Short Line Miles*	Freight Revenues		Out-of-Pocket Costs				Ratio of Out-of-Pocket Costs to Revenues
									Terminal			
Group No.	Description					Rate	Per Car	Line Haul	Origin	Port	Total	
239	Hides and Skins	Box	44	Chicago, Ill.	880	$1.07	$941.60	$318.84	$35.70	$360.98	$715.52	76.0%
591	Agricultural Implements	Flat	25	Racine, Wisc.	895	.83	415.00	283.80	35.64	202.22	521.66	125.7
623	Vehicle Parts	Box	37	Detroit, Mich.	621	1.04	769.60	211.70	34.68	308.06	554.44	72.0
627	Tires and Tubes	Box	14	Akron, O.	540	1.09	305.20	146.11	31.34	134.18	311.63	102.1
627	Tires and Tubes	Box	14	Cleveland, O.	552	1.09	305.20	149.35	31.34	134.18	314.87	103.2
707	Refrigerators	Box	10	Appliance Park (Louisville) Ky.	824	1.78	356.00	212.87	30.76	103.94	347.57	97.6
1	Wheat	Box	55	Chicago, Ill.	880	3/ .34	374.00	348.44	37.30	50.96	436.70	116.8
1	Wheat	Box	55	Columbus, O.	611	.46	506.00	241.93	37.30	50.96	330.19	65.3
3	Corn	Box	55	Chicago, Ill.	880	3/ .34	374.00	348.44	37.30	50.96	436.70	116.8
3	Corn	Box	55	Indianapolis, Ind.	789	.46	506.00	312.41	37.30	50.96	400.67	79.2
613	Automobiles, Passenger, S.U.	Box	A	Flint, Mich.	647	2.62	327.50	159.72	30.21	75.59	265.52	81.1
613	Automobiles, Passenger, S.U.	Box	B	Flint, Mich.	647	2.62	524.00	167.14	30.76	103.94	301.84	57.6
613	Automobiles, Passenger, S.U.	Box	A	Detroit, Mich.	621	1/ 2.49	311.25	153.31	30.21	75.59	259.11	83.2
613	Automobiles, Passenger, S.U.	Box	B	Detroit, Mich	621	2.49	498.00	160.43	30.76	103.94	295.13	59.3
613	Automobiles, Passenger, S.U.	Box	C	Detroit, Mich.	621	2/ 2.10	315.00	155.68	30.39	85.05	271.12	86.1
613	Automobiles, Passenger, S.U.	Box	B	Detroit, Mich.	621	2.10	420.00	160.43	30.76	103.94	295.13	70.3

A - Based on Minimum Weight 12,500 lbs. for cars not exceeding 50'7" in length.
B - Based on Minimum Weight 20,000 lbs. for cars exceeding 50'8" in length.
C - Based on Minimum Weight 15,000 lbs. for cars not exceeding 50'7" in length.
1/ - Not applicable for Account N.Y.C.R.R. as Origin Carrier.
2/ - Applicable only for Account N.Y.C.R.R. as Origin Carrier.
3/ - Reshipping Rate.

* Excludes 10 miles Arbitrary under Appendix K, Docket 15879, Eastern Class Rate Investigation

3426

[fol. 3427]

I.C.C. EXHIBIT No. 50A

SUPPLEMENTARY STATEMENT BY WITNESS J. L. HEYWOOD

In order that there may be no question about the representative character of the import-export traffic movements to which the out-of-pocket costs previously described in my testimony are applied, I have taken commodity groups which showed a movement of 1,000 tons or more through New York, Philadelphia or Baltimore and applied the costs against such movements. This application is set forth in my attached Exhibit —— (JLH-5) which includes import traffic and attached Exhibit —— (JLH-6) which includes export traffic.

So far as the import traffic through New York to differential territory is concerned, the out-of-pocket costs are applied to 40 different commodity groups in accordance with AAR Freight Commodity Statistics Classifications. These 40 commodity groups aggregated 620,743 tons through New York and represented 96.12% of the total import tonnage moving through that port during the year August 1, 1955 to July 31, 1956 as shown in Witness Mollman's Exhibit 51 (MLM-3, p. 6). In addition, the New York out-of-pocket costs have been applied to 10 commodity groups where the 1,000 ton minimum was handled at either Baltimore or Philadelphia. In the case of these 50 commodity classifications I have had selected representative specific movements, and it is to these specific movements that the out-of-pocket costs are applied.

Exactly the same method was used in extending the out-of-pocket costs to the export traffic. In the case of the export traffic, however, there were 90 commodity groups with an aggregate total export tonnage of 2,357,260 tons through the port of New York. This represented 98.5% of the total export tonnage through New York during the period August 1, 1955 to July 31, 1956 from differential territory and handled by the railroads on both sides of this [fol. 3428] litigation. In addition, the New York out-of-pocket costs have been applied to 8 commodity classifica-

tions where the 1,000 ton minimum was handled through Baltimore. Again, in the case of this export traffic, the out-of-pocket costs have been applied to representative specific movements within each of the commodity groups.

The out-of-pocket costs which have been applied to this additional traffic have been computed in exactly the same manner as the out-of-pocket costs set forth in my prior Exhibits 50 (JLH-3); 50 (JLH-4). The revenues are those arising under the export-import rates as they applied through Baltimore including the Ex Parte 206A increase. Average weights were obtained by dividing cars into total tonnage for each commodity group to and from differential territory as included in the 1955-1956 traffic study of the protesting railroads (Mollman's Exhibit 51 (MLM-2).

The working papers for these out-of-pocket costs were supplied to counsel for the lines favoring equalization with my letter of February 26, 1958. These working papers were also supplied to the Examiner with copy of the same letter.

Exhibit No. _____ (JLH-5)

Affiant: J. L. Heywood

Before the

INTERSTATE COMMERCE COMMISSION

———— oOo ————

I & S DOCKET 6615

REVENUES, OUT-OF-POCKET COSTS AND RATIOS OF REPRESENTATIVE MOVEMENTS OF IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY VIA PORT OF NEW YORK

March 1958

Philadelphia, Pennsylvania

Revenues, Out-of-Pocket Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Destinations (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Terminal Port (10)	Terminal Destination (11)	Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
19	Flour, Edible, N.O.S.	Box	34.2	Cleveland, O.	552	$.91	$622.44	$183.45	$286.90	$34.28	$504.63	81.1%
		Box	34.2	Parkersburg, W.Va.	520	.80	547.20	172.82	286.90	34.28	494.00	90.3
35	Cotton Linters, Noils & Regins Cotton Waste	Box	20.6	Chicago, Ill.	880	.86	354.32	255.86	184.08	32.30	472.24	133.3
	" "	Box	20.6	Kenosha, Wisc.	895	.86	354.32	260.22	184.08	32.30	476.60	134.5
	" "	Box	20.6	Flint, Mich.	647	.77	317.24	188.12	184.08	32.30	404.50	127.5
	" "	Box	20.6	St.Louis, Mo.	1,030	.91	374.92	299.48	184.08	32.30	515.86	137.6
	" "	Box	20.6	Grand Rapids, Mich.	757	.80	329.60	220.10	184.08	32.30	436.48	132.4
	" "	Box	20.6	Detroit, Mich.	621	.73	300.76	180.56	184.08	32.30	396.94	132.0
51	Bananas, Fresh	Refgr.	10.4	Detroit, Mich.	621	1.49	309.92	239.59	60.12	26.34	326.05	105.2
	" "	Refgr.	10.4	Columbus, O.	611	1.49	309.92	235.74	60.12	26.34	322.20	104.0
	" "	Refgr.	10.4	Pittsburgh, Pa.	426	1.29	268.32	164.36	60.12	26.34	250.82	93.5
	" "	Refgr.	10.4	Indianapolis, Ind.	789	1.60	332.80	304.41	60.12	26.34	390.87	117.4
	" "	Refgr.	10.4	Huntington, W.Va.	649	1.49	309.92	250.40	60.12	26.34	336.86	108.7
71	Fruits, Dried, Dehydrated, Evaporated, N.O.S. Fig Paste	Box	22.1	Chicago, Ill.	880	.82	362.44	259.90	195.42	32.52	487.84	134.6
	" "	Box	22.1	Columbus, O.	611	.72	318.24	180.45	195.42	32.52	408.39	128.3
	" "	Box	22.1	St.Louis, Mo.	1,030	.99	437.58	304.20	195.42	32.52	532.14	121.6
	Dates	Box	22.1	Louisville, Ky.	824	1.27	561.34	243.36	195.42	32.52	471.30	84.0
	"	Box	22.1	Urbana, O.	655	.76	335.92	193.45	195.42	32.52	421.39	125.4
	Dried Fruit	Box	22.1	Chicago, Ill.	880	1.36	601.12	259.90	195.42	32.52	487.84	81.2
75	Coffee	Box	24.8	Cincinnati, O.	714	.81	401.76	216.77	215.83	32.91	465.51	115.9
	"	Box	24.8	Chicago, Ill.	880	.91	451.36	267.17	215.83	32.91	515.91	114.3
	"	Box	24.8	Louisville, Ky.	824	.91	451.36	250.16	215.83	32.91	498.90	110.5
	"	Box	24.8	St.Louis, Mo.	1,030	1.09	540.64	312.91	215.83	32.91	561.45	103.8
	"	Box	24.8	Etna, Pa.	426	.64	317.44	129.33	215.83	32.91	378.07	119.1
91	Beans and Peas, Dried	Box	25.5	Austin, Ind.	802	.87	443.70	245.20	221.13	33.01	499.34	112.5
	" " "	Box	25.5	Chicago, Ill.	880	.93	474.30	269.05	221.13	33.01	523.19	110.3
107	Seeds, N.O.S. Annuto	Box	17.4	Madison, Wisc.	950	1.47	511.56	266.92	159.89	31.83	458.64	89.7
	Mustard	Box	17.4	Terre Haute, Ind.	861	1.15	400.20	241.91	159.89	31.83	433.63	108.4
	Grass	Box	17.4	Columbus, O.	611	.91	316.68	171.67	159.89	31.83	363.39	114.7
	"	Box	17.4	Louisville, Ky.	824	1.09	379.32	231.52	159.89	31.83	423.24	111.6
	Canary	Box	17.4	Chicago, Ill.	880	1.27	441.96	247.25	159.89	31.83	438.97	99.3
	"	Box	17.4	Milwaukee, Wisc.	871	1.36	473.28	244.72	159.89	31.83	436.44	92.

Revenues, Out-of-Pocket Costs and Ratios
Representative Movements of
Import Traffic Terminating in Differential Territory
via
Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Destinations (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Port (10)	Out-of-Pocket Costs Terminal Destination (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
199	Products of Agriculture, N.O.S.											
	Cocoa Beans	Box	25.3	Chicago, Ill.	880	$.96	$485.76	$268.51	$219.62	$32.98	$521.11	107.3%
	" "	Box	25.3	Milwaukee, Wisc.	871	.96	485.76	265.77	219.62	32.98	518.37	106.7
	Fibre Hemp & Sisal	Box	25.3	Newark, O.	578	.84	425.04	176.36	219.62	32.98	428.96	100.9
	" " "	Box	25.3	Chicago, Ill.	880	1.04	526.24	268.51	219.62	32.98	521.11	99.0
	" " "	Box	25.3	Jackson, Mich.	697	1.01	511.06	212.67	219.62	32.98	465.27	91.0
	" " "	Box	25.3	St.Louis, Mo.	1,030	1.04	526.24	314.28	219.62	32.98	566.88	107.7
217	Meats Cooked, Cured, Dried & Smoked											
	Meats Canned, N.O.I.B.N.	Box	21.0	Chicago, Ill.	880	.88	369.60	256.94	187.10	32.36	476.40	128.9
	" " "	Box	21.0	Cleveland, O.	552	.63	264.60	161.17	187.10	32.36	380.63	143.9
	" " "	Box	21.0	Detroit, Mich.	621	.70	294.00	181.32	187.10	32.36	400.78	136.3
	" " "	Box	21.0	Grand Rapids, Mich.	757	.82	344.40	221.03	187.10	32.36	440.49	127.9
239	Hides, Skins & Pelts, N.O.S.											
	Wet Salted Calf Skins	Box	26.0	Girard, O.	490	.74	384.80	150.56	224.90	33.08	408.54	106.2
	Green Salted Hides	Box	26.0	Rockford, Mich.	964	1.04	540.80	296.21	224.90	33.08	554.19	102.5
	" " "	Box	26.0	Chicago, Ill.	880	1.09	566.80	270.40	224.90	33.08	528.38	93.2
299	Animals & Products											
	Casein	Box	24.6	Hamilton, O.	714	.91	447.72	216.33	214.32	32.88	463.53	103.5
	"	Box	24.6	Milwaukee, Wisc.	871	1.39	683.88	263.90	214.32	32.88	511.10	74.7
	Animal Hair	Box	24.6	Chicago, Ill.	880	1.36	669.12	266.63	214.32	32.88	513.83	76.8
311	Aluminum Ore & Concentrates											
	Bauxite Ore	Gond.	50.7	Danville, Ill.	869	7.39 3/	334.77	377.76	381.71	32.01	791.48	236.4
317	Zinc Ore and Concentrates											
	Zinc Concentrates	Gond.	71.4	Josephtown, Pa.	426	5.06 3/	322.83	212.15	526.28	32.01	770.44	238.7
319	Ores and Concentrates, N.O.S.											
	Chrome Ore	Gond.	66.4	Marietta, O.	534	6.11 3/	362.32	257.77	491.36	32.01	781.14	215.6
	" "	Gond.	66.4	Relief, O.	534	6.27	371.81	257.77	491.36	32.01	781.14	210.1
	" "	Gond.	66.4	Graham, W.Va.	562	5.71	338.60	271.29	491.36	32.01	794.66	234.7
	Manganese Ore	Gond.	66.4	Marietta, O.	534	6.11	362.32	257.77	491.36	32.01	781.14	215.6
	" "	Gond.	66.4	Philo, O.	566	6.45	382.49	273.22	491.36	32.01	796.59	208.3
	" "	Gond.	66.4	Scu.Duquesne, Pa.	426	5.71	338.60	205.64	491.36	32.01	729.01	215.3

Revenues, Out-of-Pocket Costs and Ratios
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Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Destinations (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Port (10)	Out-of-Pocket Costs Terminal Destination (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
323	Clay and Bentonite											
	Clay, Ball or China	Box	44.7	New Castle, Pa.	490	$.49	$438.06	$178.58	$366.28	$35.81	$580.67	132.6%
	" " "	Box	44.7	Barberton, O.	540	.54	482.76	196.81	366.28	35.81	598.90	124.1
	" " "	Box	44.7	Robinson, Ill.	925	.75	670.50	337.12	366.28	35.81	739.21	110.2
333	Stone, Rough, N.O.S.											
	Marble & Stone Rough	Flat	38.0	Chicago, Ill.	880	.87	661.20	314.03	293.02	37.54	644.59	97.5
	Quarried	Flat	38.0	Lexington, Ky.	780	.80	608.00	278.34	293.02	37.54	608.90	100.1
	"	Flat	38.0	Dayton, O.	680	.72	547.20	242.66	293.02	37.54	573.22	104.8
	"	Flat	38.0	Green Bay, Wisc.	910	.93	706.80	324.73	293.02	37.54	655.29	92.7
	"	Gond.	38.0	Chicago, Ill.	880	.87	661.20	348.37	293.02	32.01	673.40	101.8
	"	Gond.	38.0	Lexington, Ky.	780	.80	608.00	308.78	293.02	32.01	633.81	104.2
	"	Gond.	38.0	Dayton, O.	680	.72	547.20	269.19	293.02	32.01	594.22	108.6
	"	Gond.	38.0	Green Bay, Wisc.	910	.93	706.80	360.24	293.02	32.01	685.27	97.0
339	Asphalt											
	Asphalt	Box	29.6	Napoleon, O.	712	.59	349.28	226.61	252.12	33.61	512.34	146.7
	"	Box	29.6	Rosston, Ind.	830	.69	408.48	264.17	252.12	33.61	549.90	134.6
	"	Box	29.6	Toledo, O.	658	.59	349.28	209.43	252.12	33.61	495.16	141.8
399	Products of Mines, N.O.S.											
	Asbestos Fibre	Box	31.1	Atlas, O.	540	.86	534.92	174.35	263.46	33.83	471.64	88.2
	Graphite	Box	31.1	Clearing, Ill.	880	1.05	653.10	284.12	263.46	33.83	581.41	89.0
	"	Box	31.1	Cincinnati, O.	714	.87	541.14	230.52	263.46	33.83	527.81	97.5
	"	Box	31.1	Swissvale, Pa.	426	.66	410.52	137.54	263.46	33.83	434.83	105.9
	Talc	Box	31.1	Jeffersonville, Ind.	824	.73	454.06	266.04	263.46	33.83	563.33	124.1
	Prepared Chalk	Box	31.1	Wheeling, W.Va.	469	.72	447.84	251.42	263.46	33.83	548.71	122.5
	Marble Chips	Box	31.1	Toledo, O.	658	.58	360.76	212.44	263.46	33.83	509.73	141.3
	" "	Box	31.1	Chicago, Ill.	880	.72	447.84	284.12	263.46	33.83	581.41	129.8
415	Veneer, Plywood & Built Up Wood											
	Plywood	Box	23.7	Detroit, Mich.	621	.93	440.82	186.45	207.52	32.75	426.72	96.8
	"	Box	23.7	Pittsburgh, Pa.	426	.71	336.54	127.90	207.52	32.75	368.17	109.4
	"	Box	23.7	Cincinnati, O.	714	.92	436.08	214.37	207.52	32.75	454.64	104.3
	"	Box	23.7	South Bend, Ind.	803	1.05	497.70	241.09	207.52	32.75	481.36	96.7
499	Products of Forests, N.O.S.											
	Cork Waste	Box	16.2	Chicago, Ill.	880	1.36	440.64	244.02	150.82	31.66	426.50	96.8
	Gum Shellac	Box	16.2	Chicago, Ill.	880	1.35	437.40	244.02	150.82	31.66	426.50	97.5
	Mahogany Lumber	Box	16.2	Wickliffe, O.	552	.62	200.88	153.07	150.82	31.66	335.55	167.0
	Mahogany Logs	Gond.	16.2	Indianapolis, Ind.	789	.77	249.48	259.74	140.77	32.01	432.52	173.4

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Commodity Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Destinations (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Port (10)	Out-of-Pocket Costs Terminal Destination (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
517	Vegetable and Nut Oils,N.O.S.											
	Vegetable Oil	Box	29.0	Waukegan, Ill.	916	$1.09	$632.20	$289.86	$247.58	$33.52	$570.96	90.3%
523	Rubber, Crude, Natural & Synthetic											
	Rubber Crude N.O.I.B.N.	Box	32.5	Akron, O.	540	.88	572.00	176.66	274.05	34.03	484.74	84.7
	" " "	Box	32.5	Mansfield, O.	598	.89	578.50	195.63	274.05	34.03	503.71	87.1
	" " "	Box	32.5	Detroit, Mich.	621	.96	624.00	203.16	274.05	34.03	511.24	81.9
	" " "	Box	32.5	New Haven, Ind.	734	1.01	656.50	240.12	274.05	34.03	548.20	83.5
	" " "	Box	32.5	Louisville, Ky.	824	1.11	721.50	269.57	274.05	34.03	577.65	80.1
527	Chemicals, N.O.S.											
	Chemicals, N.O.I.B.N.	Box	23.6	Zelienople, Pa.	426	.98	462.56	127.77	206.76	32.73	367.26	79.4
	" "	Box	23.6	New Albany, Ind.	824	1.46	689.12	247.14	206.76	32.73	486.63	70.6
	" "	Box	23.6	Troy, O	682	1.25	590.00	204.55	206.76	32.73	444.04	75.3
	" "	Box	23.6	S.Charleston, W.Va.	603	1.09	514.48	180.86	206.76	32.73	420.35	81.7
539	Fertilizers, N.O.S.											
	Bone Meal	Box	19.2 4/	Troy, O.	682	.64	245.76	195.37	173.50	32.09	400.96	163.2
	Peat Moss	Box	19.2 4/	Charleston, W.Va.	603	.58	232.00	172.74	173.50	32.09	378.33	163.1
	" "	Box	19.2 4/	Etna, Pa.	426	.52	208.00	122.04	173.50	32.09	327.63	157.5
	" "	Box	19.2 4/	Columbus, O.	611	.59	236.00	175.03	173.50	32.09	380.62	161.3
	" "	Box	19.2 4/	Weston, Ill.	933	.76	304.00	267.28	173.50	32.09	472.87	155.5
545	Tanning Material, N.O.S.											
	Tanning Extract	Box	25.3	Chicago, Ill.	880	1.15	581.90	268.51	219.62	32.98	521.11	89.6
	" "	Box	25.3	New Albany, Ind.	824	1.09	551.54	251.42	219.62	32.98	504.02	91.4
	" "	Box	25.3	Grand Haven, Mich.	793	1.12	566.72	241.97	219.62	32.98	494.57	87.3
	" "	Box	25.3	Astabula, O.	503	.84	425.04	153.48	219.62	32.98	406.08	95.5
555	Aluminum, Bar, Pig, Slab											
	Aluminum, Bar, Pig, Slab	Box	22.4	Cleveland, O.	552	.98	439.04	162.53	197.69	32.56	393.78	89.7
	" " " "	Box	22.4	Pittsburgh, Pa.	426	.86	385.28	126.21	197.69	32.56	356.46	92.5
	" " " "	Box	22.4	Detroit, Mich.	621	1.09	488.32	138.98	197.69	32.56	414.23	84.8
559	Copper: Ingot, Matte and Pig											
	Copper Bars and Ingots	Box	45.7 5/	Cleveland, O.	552	.61	610.00	202.87	373.84	35.95	612.66	100.4
	" " "	Box	45.7	Indianapolis, Ind	789	.98	895.72	289.97	373.84	35.95	699.76	78.1
	" " "	Box	45.7	Decatur, Ill.	942	.13	1,032.82	346.20	373.84	35.95	755.99	73.2
	" " "	Box	45.7	Pittsburgh, Pa.	426	.72	658.08	156.56	373.84	35.95	566.35	86.1
	" " "	Box	45.7	Port Huron, Mich.	582	.82	749.48	213.89	373.84	35.95	623.68	83.2

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561	Copper, Brass and Bronze, N.O.S.											
	Copper Cable	Box	31.4	Pittsburgh, Pa.	426	$.98	$615.44	$137.93	$265.73	$33.87	$437.53	71.1%
	" "	Box	31.4	Chicago, Ill.	880	1.43	898.04	284.93	265.73	33.87	584.53	65.1
	Copper Cathodes	Box	31.4	Indianapolis, Ind.	789	.98	615.44	255.46	265.73	33.87	555.06	90.2
	Brass Tubing	Box	31.4	Grand Haven, Mich.	793	1.39	872.92	256.76	265.73	33.87	556.36	63.7
563	Lead and Zinc: Bar, Ingot and Pig											
	Zinc Slabs	Box	38.2	Cleveland, O.	552	.59	450.76	190.21	317.14	34.86	542.21	120.3
	" "	Box	38.2	Pittsburgh, Pa.	426	.49	374.36	146.79	317.14	34.86	498.79	133.2
	" "	Box	38.2	Detroit, Mich	621	.69	527.16	213.98	317.14	34.86	565.98	107.4
	" "	Box	38.2	Wardwell, O.	490	.63	481.32	168.84	317.14	34.86	520.84	108.2
569	Alloys for Steel Manufacture											
	Silico - Manganese	Box	40.8	Midland, Mich.	672	18.48 3/	672.67	236.90	336.79	35.24	608.93	90.5
	" "	Box	40.8	Wheeling, W.Va.	469	13.51 3/	491.76	165.34	336.79	35.24	537.37	109.3
	" "	Box	40.8	E.Chicago, Ind.	880	19.88 3/	723.63	310.22	336.79	35.24	682.25	94.3
	Ferro Titanium	Box	40.8	Duquesne, Pa.	426	.86	701.76	150.18	336.79	35.24	522.21	74.4
	Ferro Chrome	Box	40.8	Brackenridge, Pa.	426	.86	701.76	150.18	336.79	35.24	522.21	74.4
571	Metals and Alloys, N.O.S.											
	Metal Antimony	Box	27.9	Cleveland, O.	552	.98	546.84	172.82	239.27	33.36	445.45	81.5
	" "	Box	27.9	Granite City, Ill.	1,030	1.47	820.26	322.47	239.27	33.36	595.10	72.6
	Tin Pig	Box	27.9	Cincinnati, O.	714	1.12	624.96	223.54	239.27	33.36	496.17	79.4
	" "	Box	27.9	Chicago, Ill.	880	1.36	758.88	275.51	239.27	33.36	548.14	72.2
	" "	Box	27.9	Weirton, W.Va.	469	.91	507.78	146.83	239.27	33.36	419.46	82.6
581	Iron and Steel Nails and Wire											
	Wire, Iron and Steel	Box	24.9	Indianapolis, Ind	799	1.05	522.90	239.78	216.59	32.92	489.29	93.6
	" " "	Box	24.9	Chicago, Ill.	890	1.09	542.82	267.44	216.59	32.92	516.95	95.2
	" " "	Box	24.9	Springfield, Ill.	991	1.17	582.66	298.13	216.59	32.92	547.64	94.0
	" " "	Box	24.9	Washington, Ind.	893	1.08	537.84	268.35	216.59	32.92	517.86	96.3
	" " "	Box	24.9	Wooster, O.	586	.86	428.28	175.05	216.59	32.92	424.56	99.1
	" " "	Box	24.9	Grand Rapids, Mich.	767	1.08	537.84	230.06	216.59	32.92	479.57	89.2
583	Manufactured Iron and Steel											
	Manufactured Iron & Steel											
	N.O.I.B.N.	Box	26.6	Chicago, Ill.	880	1.09	579.88	272.01	229.44	33.17	534.62	92.2
	"	Box	26.6	Martins Ferry, O.	469	.75	399.00	144.97	229.44	33.17	407.58	102.2
	"	Box	26.6	Hammond, Ind.	880	1.09	579.88	272.01	229.44	33.17	534.62	92.2
	"	Gond.	26.6	Chicago, Ill.	880	1.09	579.88	317.69	213.40	32.01	563.10	97.1
	"	Gond.	26.6	Martins Ferry, O.	469	.75	399.00	169.31	213.40	32.01	414.72	103.9
	"	Gond.	26.6	Hammond, Ind.	880	1.09	579.88	317.69	213.40	32.01	563.10	97.1
	"	Gond.	26.6	Milwaukee, Wisc.	871	1.15	611.80	314.44	213.40	32.01	559.85	91.5

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595	Machinery and Machines,N.O.S.											
	Printing Press	Box	17.4	Milwaukee, Wisc.	871	$1.58	$549.84	$244.72	$159.89	$31.83	$436.44	79.4%
	" "	Box	17.4	Chicago, Ill.	880	1.55	539.40	247.25	159.89	31.83	438.97	81.4
	Machinery or Machines, N.O.I.B.N.	Box	17.4	Oakley, O.	714	1.27	441.96	200.61	159.89	31.83	392.33	88.8
	"	Box	17.4	Dearborn, Mich	621	1.30	452.40	174.48	159.89	31.83	366.20	80.9
	"	Box	17.4	McKees Rocks, Pa.	426	.98	341.04	119.69	159.89	31.83	311.41	91.3
	"	Box	17.4	St.Louis, Mo.	1,030	1.66	577.68	289.40	159.89	31.83	481.12	83.3
	"	Gond.	17.4	Oakley, O.	714	1.27	441.96	237.67	149.14	32.01	418.82	94.8
	"	Gond.	17.4	Whiting, Ind.	880	1.55	539.40	292.93	149.14	32.01	474.08	87.9
	"	Gond.	17.4	McKees Rocks, Pa.	426	.98	341.04	141.80	149.14	32.01	322.95	94.7
	"	Gond.	17.4	St.Louis, Mo.	1,030	1.66	577.68	342.86	149.14	32.01	524.01	90.7
633	Cement,Natural or Portland											
	Cement,Natural or Portland	Box	44.5	Oak Hill, O.	649	.64	569.60	236.13	364.77	35.78	636.68	111.8
	" " "	Box	44.5	Detroit, Mich.	621	.66	587.40	225.95	364.77	35.78	626.50	106.7
	" " "	Box	44.5	Dayton, Ohio	680	.66	587.40	247.41	364.77	35.78	647.96	110.3
	" " "	Box	44.5	Plainfield, Ind.	789	.76	676.40	287.07	364.77	35.78	687.62	101.7
639	Brick,N.O.S.and Building Tile											
	Tile, Floor Composition	Box	22.4	Columbus, O.	611	.87	389.76	181.01	197.69	32.56	411.26	105.5
	Tile, Clay Glazed	Box	22.4	Cleveland, O.	552	8.09 6/	181.22	163.53	197.69	32.56	393.78	217.3
	" " "	Box	22.4	Detroit, Mich.	621	8.71 6/	195.10	183.98	197.69	32.56	414.23	212.3
	" " "	Box	22.4	Indianapolis, Ind.	789	10.25 6/	229.60	233.75	197.69	32.56	464.00	202.1
653	Woodpulp											
	Woodpulp	Box	39.4	Middletown, O.	680	.72	567.36	236.81	326.21	35.03	598.05	105.4
	"	Box	39.4	Chillicothe, O.	628	.59	464.92	218.70	326.21	35.03	579.94	124.7
	"	Box	39.4	Chagrin Falls, O.	552	.59	464.92	192.23	326.21	35.03	553.47	119.0
	"	Box	39.4	Peoria, Ill.	978	.87	685.56	340.58	326.21	35.03	701.82	102.4
655	Scrap Paper and Rags											
	Scrap Bagging	Box	19.0	St.Louis, Mo.	1,030	.87	330.60	294.44	171.98	32.07	498.49	150.8
	" "	Box	19.0	Herrin, Ill.	1,026	.84	319.20	293.29	171.98	32.07	497.34	155.8
	" "	Box	19.0	Warsaw, Ind.	773	.75	285.00	220.97	171.98	32.07	425.02	149.1
	" "	Box	19.0	Defiance, O.	705	.72	273.60	201.53	171.98	32.07	405.58	148.2
657	Newsprint Paper											
	Newsprint Paper	Box	27.1	Louisville, Ky.	824	.91	493.22	255.96	233.22	33.24	522.42	105.9

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669	Paperboard, Fibreboard and Pulpboard											
	Fibreboard	Box	25.7	Chicago, Ill.	880	$.98	$503.72	$269.59	$222.64	$33.04	$525.27	104.3%
	"	Box	25.7	Detroit, Mich.	621	.81	416.34	190.24	222.64	33.04	445.92	107.1
	"	Box	25.7	Sharpsburg, Pa.	426	.62	318.68	130.51	222.64	33.04	386.19	121.2
	"	Box	25.7	Newark, O.	578	.72	370.08	177.07	222.64	33.04	432.75	116.9
671	Wallboard											
	Wallboard	Box	21.0	Detroit, Mich.	621	.81	340.20	181.32	187.10	32.36	400.78	117.8
	"	Box	21.0	Chicago, Ill.	880	.98	411.60	256.94	187.10	32.36	476.40	115.7
	"	Box	21.0	Cleveland, O.	552	.72	302.40	161.17	187.10	32.36	380.63	125.9
	"	Box	21.0	Dayton, O.	680	.78	327.60	198.54	187.10	32.36	418.00	127.6
693	Glass											
	Glass, Plate	Box	38.0	Youngstown, O.	490	1.30 7/	988.00	168.54	315.62	34.83	518.99	52.5
	" "	Box	38.0	Youngstown, O.	490	1.40 8/	1,064.00	168.54	315.62	34.83	518.99	48.8
	" "	Box	38.0	Toledo, O.	658	1.65 7/	1,254.00	226.33	315.62	34.83	576.78	46.0
	" "	Box	38.0	Toledo, O.	658	1.81 8/	1,375.60	226.33	315.62	34.83	576.78	41.9
	" "	Gond.	38.0	Youngstown, O.	490	1.30 7/	988.00	193.98	293.02	32.01	519.01	52.5
	" "	Gond.	38.0	Youngstown, O.	490	1.40 8/	1,064.00	193.98	293.02	32.01	519.01	48.8
	" "	Gond.	38.0	Toledo, O.	658	1.65 7/	1,254.00	260.48	293.02	32.01	585.51	46.7
	" "	Gond.	38.0	Toledo, O.	658	1.81 8/	1,375.60	260.48	293.02	32.01	585.51	42.6
721	Abrasives, Not Crude											
	Powdered Iron	Box	43.1	Dayton, O.	680	1.09	939.58	244.50	354.18	35.57	634.25	67.5
	" "	Box	43.1	Cleveland, O.	552	.98	844.76	198.48	354.18	35.57	588.23	69.6
	" "	Box	43.1	Detroit, Mich.	621	1.14	982.68	223.29	354.18	35.57	613.04	62.4
	" "	Box	43.1	Salem, Ind.	840	1.27	1,094.74	302.03	354.18	35.57	691.78	63.2
723	Bagging: Burlap, Cotton, Gunny and Jute, N.O.S.											
	Burlap Bagging	Box	21.1	Pittsburgh, Pa.	426	.86	362.92	124.51	187.86	32.37	344.74	95.0
	" "	Box	21.1	Indianapolis, Ind.	789	.98	413.56	230.61	187.86	32.37	450.84	109.0
	" "	Box	21.1	Chicago, Ill.	880	.98	413.56	257.21	187.86	32.37	477.44	115.4
	" "	Box	21.1	St.Louis, Mo.	1,030	.98	413.56	301.05	187.86	32.37	521.28	126.0
	" "	Box	21.1	Flint, Mich.	647	.98	413.56	189.11	187.86	32.37	409.34	99.0
	" "	Box	21.1	Cincinnati, O.	714	.98	413.56	208.69	187.86	32.37	428.92	103.7

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735	Rope, Cordage and Binder Twine N.O.S.											
	Baler or Binder	Box	15.2	Chicago, Ill.	880	$1.05	$319.20	$241.33	$143.26	$31.51	$416.10	130.4%
	" "	Box	15.2	Pittsburgh, Pa.	426	.66	200.64	116.83	143.26	31.51	291.60	145.3
	" "	Box	15.2	Hicksville, O.	705	.92	279.68	193.34	143.26	31.51	368.11	131.6
	" "	Box	15.2	Louisville, Ky.	824	1.00	304.00	225.97	143.26	31.51	400.74	131.8
745	Liquors, Alcoholic, N.O.S.											
	Whiskey - Scotch	Box	21.7	Chicago, Ill.	880	1.57 9/						
	" "	Box	21.7	Chicago, Ill.	880	1.25 10/	434.28	258.82	192.40	32.46	483.68	111.4
	" "	Box	21.7	Cleveland, O.	552	1.08 9/						
	" "	Box	21.7	Cleveland, O.	552	.87 10/	300.30	162.35	192.40	32.46	387.21	128.9
	Rum	Box	21.7	Toledo, O.	658	1.33 9/						
	"	Box	21.7	Toledo, O.	658	1.06 10/	368.06	193.53	192.40	32.46	418.39	113.7
749	Liquors, Malt											
	Beer	Rfgr.	24.5	Chicago, Ill.	880	.87	426.30	377.47	220.74	28.39	626.60	147.0
759	Sugar											
	Sugar N.O.I.B.N.	Box	33.9	Allegheny, Pa.	426	.49	332.22	141.19	284.63	34.23	460.05	138.5
	" "	Box	33.9	Brocton, N.Y.	427	.52	352.56	141.52	284.63	34.23	460.83	130.7
	" "	Box	33.9	Columbus, O.	611	.79	535.62	202.50	284.63	34.23	521.36	97.3
	" "	Box	33.9	Wheeling, W. Va.	469	.57	386.46	155.44	284.63	34.23	474.30	122.7
	" "	Box	33.9	Orrville, O.	526	.77	522.06	174.33	284.63	34.23	493.19	94.5
763	Food Products, N.O.S. in Cans and Packages, not frozen											
	Olives in Barrels	Box	17.5	Chicago, Ill.	880	.93	325.50	247.52	160.65	31.85	440.02	135.2
	" "	Box	17.5	Terre Haute, Ind.	861	.92	322.00	242.18	160.65	31.85	434.68	135.0
	Lemon Juice Concentrates in Barrels	Box	17.5	Chicago, Ill.	880	.93	325.50	247.52	160.65	31.85	440.02	135.2
	Prepared Cocoanut	Box	17.5	Pittsburgh, Pa.	426	.59	206.50	119.82	160.65	31.85	312.72	151.2
773	Feed, Animal and Poultry, N.O.S.											
	Feed Animal Poultry, N.O.S.	Box	27.8	Springfield, O.	655	.81	450.36	204.87	238.51	33.35	476.73	105.9
	" " " "	Box	27.8	Toledo, O.	658	.86	478.16	205.80	238.51	33.35	477.66	99.9
	" " " "	Box	27.8	Adell, Wisc.	898	1.09	606.04	280.87	238.51	33.35	552.73	91.2
	" " " "	Box	27.8	Blue Island, Ill.	880	1.01	561.56	275.24	238.51	33.35	547.10	97.4

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797	Waste Materials, N.O.S.											
	Scrap Rubber	Box	19.2 4/	Akron, O.	540	$.52	$208.00	$154.70	$173.50	$32.09	$360.29	173.2%
	" "	Box	19.2	Indianapolis, Ind.	789	.66	264.00	226.03	173.50	32.09	431.62	163.5
	" "	Box	19.2	E. St. Louis, Ill.	1030	.80	320.00	295.07	173.50	32.09	500.66	156.5
	Jute Waste	Box	19.2	Detroit, Mich.	621	.81	311.04	177.90	173.50	32.09	383.49	123.3
	" "	Box	19.2	Herrin, Ill.	1026	1.12	430.08	293.92	173.50	32.09	499.51	116.1
799	Manufactures and Miscellaneous N.O.S.											
	Iron Mass or Sponge	Box	11.3	Weirton, W. Va.	469	.58	131.08	123.03	113.78	30.94	267.75	204.3
	Carnanba Wax	Box	11.3	Racine, Wisc.	895	1.35	305.10	234.77	113.78	30.94	379.49	124.4

NOTES:
1/ Excludes 10 mile arbitrary under Appendix K, Docket 15879 Eastern Class Rate Investigation
2/ Rates and Revenues via Baltimore
3/ Applies per 2,240 Pounds
4/ Minimum Weight 40,000 Pounds
5/ Minimum Weight 100,000 Pounds
6/ Applies per 2,000 Pounds
7/ 120 United Inches and Under
8/ Exceeding 120 United Inches
9/ 28,000 Pounds
10/ Excess Weight

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Exhibit No. _____ (JLH-6)

Affiant: J. L. Heywood

Before the

INTERSTATE COMMERCE COMMISSION

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I & S DOCKET 6615

REVENUES, OUT-OF-POCKET COSTS AND RATIOS OF REPRESENTATIVE MOVEMENTS OF EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY

VIA

PORT OF NEW YORK

Revenues, Out-of-Pocket Costs and Ratios
Representative Movements of
Export Traffic Originating in Differential Territory
via
Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origin (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
1	Wheat											
	Wheat	Box	55.4	Indianapolis, Ind.	789	$.445	$493.06	$313.37	$37.36	$51.02	$401.75	81.5%
	"	Box	55.4	Louisville, Ky.	824	.445	493.06	327.27	37.36	51.02	415.65	84.3
	"	Box	55.4	Chicago, Ill.-(Prop.)	880	.325	360.10	349.51	37.36	51.02	437.89	121.6
	"	Box	55.4	Springfield, Ill. (Prop.)	981	.36	398.88	389.63	37.36	51.02	478.01	119.8
3	Corn											
	Corn, Bagged	Box	30.0	Chicago, Ill.-(Prop.)	880	.325	195.00	281.16	33.67	255.14	569.97	292.3
	" "	Box	30.0	Deshler, O.	664	.445	267.00	212.15	33.67	255.14	500.96	187.6
	" "	Box	30.0	Indianapolis, Ind.	789	.445	267.00	252.09	33.67	255.14	540.90	202.6
	" "	Box	30.0	Pittsburgh, O.	682	.445	267.00	217.90	33.67	255.14	506.71	189.8
	" "	Box	30.0	Milwaukee, Wisc.	871	.325	195.00	278.28	33.67	255.14	567.09	290.8
	" "	Box	30.0	Louisville, Ky.	824	.445	267.00	263.27	33.67	255.14	552.08	206.8
7	Oats											
	Oats	Box	41.9	Stewart, Ind.	869	.445	372.91	309.27	35.40	49.07	393.74	105.6
	"	Box	41.9	Chicago, Ill.-(Prop.)	880	.325	272.35	313.18	35.40	49.07	397.65	146.0
	"	Box	41.9	Hammond, Ind.	880	.325	272.35	313.18	35.40	49.07	397.65	146.0
	"	Box	41.9	Milwaukee, Wisc. (Prop.)	871	.325	272.35	309.98	35.40	49.07	394.45	144.8
9	Barley and Rye											
	Barley	Box	50.0	Boonville, Ind.	941	.575	575.00	358.20	36.58	50.24	445.02	77.4
	"	Box	50.0	Cincinnati, O.	714	.445	445.00	271.79	36.58	50.24	358.61	80.6
	Rye	Box	50.0	Chicago, Ill.-(Prop.)	880	.325	325.00	334.98	36.58	50.24	421.80	129.8
15	Flour, Wheat											
	Flour, Wheat	Box	43.1	Dover, O	512	.465	400.83	184.10	35.57	354.18	573.85	143.2
	" "	Box	43.1	Cleveland, O.	552	.465	400.83	198.48	35.57	354.18	588.23	146.8
	" "	Box	43.1	Homeworth, O.	509	.465	400.83	183.02	35.57	354.18	572.77	142.9
	" "	Box	43.1	Wooster, O.	576	.465	400.83	207.11	35.57	354.18	596.86	148.9
	" "	Box	43.1	Indianapolis, Ind.	789	.555	478.41	283.69	35.57	354.18	673.44	140.8
17	Meal, Corn											
	Meal, Corn	Box	31.9	Cowan, Ind.	746	.555	354.09	242.68	33.94	269.51	546.13	154.2
	" "	Box	31.9	Grove City, O.	611	.47	299.86	198.76	33.94	269.51	502.21	167.5
	" "	Box	31.9	Marion, O.	635	.47	299.86	206.57	33.94	269.51	510.02	170.1
	" "	Box	31.9	Bradford, O.	682	.525	334.95	221.86	33.94	269.51	525.31	156.8
	" "	Box	31.9	Pikeville, O.	682	.525	334.95	221.86	33.94	269.51	525.31	156.8

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19	Flour, Edible, N.O.S.											
	Flour, Edible, N.O.S.	Box	26.7	Hamilton, O.	714	$.525	$280.35	$220.92	$33.19	$230.20	$484.31	172.8%
	" " "	Box	26.7	Fostoria, O.	632	.47	250.98	195.55	33.19	230.20	458.94	182.9
	" " "	Box	26.7	Springfield, Ill.	981	.72	384.48	303.53	33.19	230.20	566.92	147.5
	" " "	Box	26.7	Dahlgreen, Ill.	990	.72	384.48	306.31	33.19	230.20	569.70	148.2
21	Cereal Food, Preparations, N.O.S.											
	Cereal Food Preparations, N.O.S.	Box	24.2	Battle Creek, Mich.	741	.605	292.82	223.61	32.82	211.30	467.73	159.7
23	Mill Products, N.O.S.											
	Cracked Corn, N.O.S.	Box	30.5	Pittsburgh, O.	682	.525	320.25	218.94	33.74	258.93	511.61	159.8
	" " "	Box	30.5	Greenville, O.	715	.525	320.25	229.54	33.74	258.93	522.21	163.1
29	Tobacco, Unmanufactured											
	Leaf Tobacco	Box	13.7	Wheeling, W.Va.	469	1.12	306.88	126.47	31.29	131.92	289.68	94.4
	" "	Box	13.7	Louisville, Ky.	824	1.36	372.64	222.19	31.29	131.92	385.40	103.4
43	Soybeans											
	Soybeans	Box	48.1	Columbus, O.	611	.445	428.09	229.03	36.30	391.98	657.31	153.5
	"	Box	48.1	Toledo, O.	658	.47	452.14	246.65	36.30	391.98	674.93	149.3
	"	Box	48.1	Chicago, Ill.	880	.625	601.25	329.87	36.30	391.98	758.15	126.1
	"	Box	48.1	Decatur, Ill.	942	.695	668.59	353.11	36.30	391.98	781.39	116.9
45	Soybean Oil Cake and Meal											
	Soybean Meal	Box	32.0	Painesville, O.	528	.415	265.60	171.93	33.96	270.26	476.15	179.3
	" "	Box	32.0	Decatur, Ill.	942	.72	460.80	306.73	33.96	270.26	610.95	132.6
	" "	Box	32.0	Bellevue, O.	590	.47	300.80	192.11	33.96	270.26	496.33	165.0
47	Vegetable and Nut Oil Cake and Meal, N.O.S.											
	Linseed Oil Meal	Box	30.6	Chicago, Ill.	880	.65	397.80	282.77	33.75	259.68	576.20	144.8
	" " "	Box	30.6	Painesville, O.	528	.415	253.98	169.66	33.75	259.68	463.09	182.3
103	Malt, N.O.S.											
	Malt, N.O.S.	Box	41.9	Milwaukee, Wisc.	871	.65	544.70	309.98	35.40	345.11	690.49	126.8
	" "	Box	41.9	Cincinnati, O.	714	.525	439.95	254.11	35.40	345.11	634.62	144.2
	" "	Box	41.9	St.Louis, Mo.	1,030	.72	603.36	366.57	35.40	345.11	747.08	123.8
	" "	Box	41.9	Manitowoc, Wisc.	872	.65	544.70	310.34	35.40	345.11	690.85	126.8
	" "	Box	41.9	Chicago, Ill.	880	.65	544.70	313.18	35.40	345.11	693.69	127.4

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215	Meats, Fresh											
	Meats, Fresh, N.O.S.	Refgr.	18.3	Chicago, Ill.	880	$1.19	$435.54	$360.78	$27.49	$174.76	$563.03	129.3%
	" " "	Refgr.	18.3	Cincinnati, O.	714	1.05	384.30	292.73	27.49	174.76	494.98	128.8
	" " "	Refgr.	18.3	Indianapolis, Ind.	789	1.05	384.30	323.47	27.49	174.76	525.72	136.8
217	Meats, Cooked, Cured, Dried, and Smoked											
	Canned Meats	Refgr.	19.7	Brighton, O.	714	.95	380.00	295.78	27.69	185.14	508.61	133.8
	" "	Refgr.	19.7	Chicago, Ill.	880	.82	328.00	364.55	27.69	185.14	577.38	176.0
219	Packing House Products Edible, N.O.S.											
	Lard, N.O.S.	Refgr.	21.3	Dayton, O.	680	.92	391.92	285.03	27.93	197.01	509.97	130.1
	" "	Refgr.	21.3	Chicago, Ill.	880	.82	349.32	368.86	27.93	197.01	593.80	170.0
	" "	Refgr.	21.3	Cleveland, O.	552	.79	336.54	231.37	27.93	197.01	456.31	135.6
	" "	Refgr.	21.3	Davenport, Ia.	1,031	1.26	536.76	432.15	27.93	197.01	657.09	122.4
	" "	Refgr.	21.3	Cincinnati, O.	714	.95	404.70	299.28	27.93	197.01	524.22	129.5
229	Butter											
	Butter	Refgr.	28.8	Chicago, Ill.	880	1.36	783.36	389.04	29.02	252.63	670.69	85.6
	"	Refgr.	28.8	Cleveland, O.	552	.98	564.48	244.03	29.02	252.63	525.68	93.1
231	Cheese											
	Cheese	Refgr.	21.8	Chicago, Ill.	880	1.36	592.96	370.20	28.00	200.72	598.92	101.0
	"	Refgr.	21.8	Green Bay, Wisc.	910	1.46	636.56	382.82	28.00	200.72	611.54	96.1
	"	Refgr.	21.8	Cincinnati, O.	714	1.12	488.32	300.37	28.00	200.72	529.09	108.3
	"	Refgr.	21.8	Osborn, Ind.	880	1.36	592.96	370.20	28.00	200.72	598.92	101.0
	"	Refgr.	21.8	Dubuque, Ia.	1,051	1.52	662.72	442.14	28.00	200.72	670.86	101.2
233	Dairy Products, N.O.S.											
	Butter Oil	Refgr.	24.1	Oconto, Wisc.	938	1.46	703.72	401.20	28.33	217.78	647.31	92.0
	" "	Refgr.	24.1	Green Bay, Wisc.	910	1.46	703.72	389.22	28.33	217.78	635.33	90.3
239	Hides, Skins and Pelts, N.O.S.											
	Hides Green Salted	Box	28.5	Detroit, Mich.	621	.87	495.90	195.56	33.45	243.81	472.82	95.3
	" " "	Box	28.5	New Castle, Pa.	490	.74	421.80	154.31	33.45	243.81	431.57	102.3
	" " "	Box	28.5	Galewood, Ill.	880	1.09	621.30	277.12	33.45	243.81	554.38	89.2
	" " "	Box	28.5	Dubuque, Ia.	1,051	1.21	689.70	330.97	33.45	243.81	608.23	88.2

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299	Animals and Products, N.O.S.											
	Animal Tallow Inedible	Box	25.1	Cincinnati, O.	714	$.71	$356.42	$217.42	$32.95	$218.10	$468.47	131.4%
	" " "	Box	25.1	Chicago, Ill.	880	.88	441.76	267.97	32.95	218.10	519.02	117.5
	" " "	Box	25.1	Cleveland, O.	552	.63	316.26	168.09	32.95	218.10	419.14	132.5
	" " "	Box	25.1	St. Louis, Mo.	1,030	.95	476.90	313.65	32.95	218.10	564.70	118.4
	" " "	Box	25.1	Dover, O.	512	.61	306.22	155.91	32.95	218.10	406.96	132.9
307	Coke											
	Petroleum Coke	Gond.	63.7	Kenova, W.Va.	649	5.90 3/	375.83	307.93	32.01	472.50	812.44	216.2
	" "	Gond.	63.7	Gibson, Ind.	880	6.95 3/	442.72	417.53	32.01	472.50	922.04	208.3
	" "	Gond.	63.7	Chicago, Ill.	880	6.95 3/	442.72	417.53	32.01	472.50	922.04	208.3
341	Salt											
	Salt	Box	26.0	Mannistee, Mich.	821	.545	283.40	252.27	33.08	224.90	510.25	180.0
399	Products of Mines, N.O.S.											
	Roasted Dolomite	Box	50.1	Narlo, O.	632	6.97 3/	349.20	240.77	36.59	407.10	684.46	196.0
505	Lubricating Oils and Greases											
	Lubricating Oil	Box	23.1	Columbus, O.	611	.82	378.84	182.32	32.66	202.98	417.96	110.3
	" "	Box	23.1	Cleveland, O.	552	.80	369.60	164.72	32.66	202.98	400.36	108.3
	" "	Box	23.1	Pittsburgh, Pa.	426	.57	263.34	127.12	32.66	202.98	362.76	137.8
	" "	Box	23.1	Petrolia, Pa.	439	.57	263.34	131.00	32.66	202.98	366.64	139.2
	" "	Box	23.1	Freedom, Pa.	426	.57	263.34	127.12	32.66	202.98	362.76	137.8
	" "	Box	23.1	Rouseville, Pa.	439	.57	263.34	131.00	32.66	202.98	366.64	139.2
507	Petroleum Products, Refined, N.O.S.											
	Petrolatum	Box	21.2	Karns City, Pa.	439	.57	241.68	128.45	32.39	188.62	349.46	144.6
	Petroleum Wax	Box	21.2	Petrolia, Pa.	439	.57	241.68	128.45	32.39	188.62	349.46	144.6
	Petroleum Oil, N.O.I.B.N.	Box	21.2	Lima, O.	684	.87	368.88	200.13	32.39	188.62	421.14	114.2
515	Soybean Oil											
	Soybean Oil	Box	24.7	Kanakee, Ill.	881	1.09	538.46	267.20	32.89	215.08	515.17	95.7
	" "	Box	24.7	Painesville, O.	537	.80	395.20	160.14	32.89	215.08	408.11	103.3
	" "	Box	24.7	Decatur, Ill.	942	1.12	553.28	285.70	32.89	215.08	533.67	96.5
	" "	Box	24.7	Ivorydale, O.	714	.92	454.48	216.55	32.89	215.08	464.52	102.2

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517	Vegetable and Nut Oils, N.O.S.											
	Vegetable Oil, N.O.I.B.N.	Box	25.1	Chicago, Ill.	880	$1.09	$547.18	$267.97	$32.95	$218.10	$519.02	94.9%
	" " "	Box	25.1	Decatur, Ill.	942	1.12	562.24	286.85	32.95	218.10	537.90	95.7
	" " "	Box	25.1	Painesville, O.	528	.80	401.60	160.78	32.95	218.10	411.83	102.5
	" " "	Box	25.1	New Castle, Pa.	490	.74	371.48	149.21	32.95	218.10	400.26	107.7
523	Rubber, Crude, Natural and Synthetic											
	Neoprene Rubber	Box	40.9	Louisville, Ky.	824	.96	785.28	290.73	35.25	337.55	663.53	84.5
	" "	Box	40.9	Chicago, Ill.	880	1.15	940.70	310.49	35.25	337.55	683.29	72.6
	" "	Box	40.9	Akron, O.	540	.86	703.48	190.53	35.25	337.55	563.33	80.1
	" "	Box	40.9	Painesville, O.	528	.86	703.48	186.30	35.25	337.55	559.10	79.5
525	Rubber Goods, N.O.S.											
	Rubber Goods, N.O.I.B.N.	Box	19.0	Akron, O.	540	1.06	402.80	154.36	32.07	171.98	358.41	89.0
527	Chemicals, N.O.S.											
	Ultramine Blue	Box	22.1	Huntington, W.Va.	649	1.19	525.98	191.68	32.52	195.42	419.62	79.8
	Chemicals, N.O.S.	Box	22.1	Chicago, Ill.	880	1.38	609.96	259.90	32.52	195.42	487.84	80.0
	" "	Box	22.1	Marietta, O.	534	1.09	481.78	157.71	32.52	195.42	385.65	80.0
	" "	Box	22.1	Louisville, Ky.	824	1.46	645.32	243.36	32.52	195.42	471.30	73.0
531	Acids, N.O.S.											
	Phthalic Anhydride	Box	31.6 4/	Chicago, Ill.	880	.73	511.00	285.47	33.90	267.24	586.61	114.8
	" "	Box	31.6 4/	Ironton, O.	649	.69	483.00	210.53	33.90	267.24	511.67	105.9
533	Sodium (Soda) Products											
	Liquid Caustic Soda	Box	60.3	S. Charleston, W.Va.	603	.59	711.54	248.53	38.08	484.22	770.83	108.3
	Sodium Phosphate	Box	60.3	Trenton, Mich.	621	13.06 3/	787.52	255.95	38.08	484.22	778.25	93.8
539	Fertilizers, N.O.S.											
	Sulphate of Ammonia	Box	55.9	Bessemer, Pa.	426	6.88 3/	384.59	169.85	37.44	450.95	658.24	171.2
	" " "	Box	55.9	Gary, Ind.	880	10.80 3/	603.72	350.86	37.44	450.95	839.25	139.0
541	Insecticides and Fungicides, N.O.S.											
	Insecticides, N.O.I.B.N.	Box	34.3	So. Charleston, W.Va.	603	.73	500.78	200.59	34.29	287.66	522.54	104.3
	" "	Box	34.3	Racine, Wisc.	895	1.03	706.58	297.72	34.29	287.66	619.67	87.7
	" "	Box	34.3	St. Louis, Mich.	710	.97	665.42	236.18	34.29	287.66	558.13	83.9

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547	Paint, Paint Material, Putty, and Varnish											
	Paint, N.O.I.B.N.	Box	26.7	Cleveland, O.	552	$.98	$523.32	$170.79	$33.19	$230.20	$434.18	83.0%
	" "	Box	26.7	Yorkville, O.	469	.91	485.94	145.11	33.19	230.20	408.50	84.1
	" "	Box	26.7	Huntington, W.Va.	649	1.01	539.34	200.81	33.19	230.20	464.20	86.1
	" "	Box	26.7	Institute, W.Va.	603	.98	523.32	186.57	33.19	230.20	449.96	86.0
549	Plastics											
	Synthetic Resin	Box	29.3	Marietta, O.	534	1.01	591.86	169.47	33.56	249.86	452.89	76.5
	" "	Box	29.3	Ottawa, Ill.	948	1.49	873.14	300.86	33.56	249.86	584.28	66.9
	" "	Box	29.3	Ficklin, Ill.	903	1.47	861.42	286.58	33.56	249.86	570.00	66.2
	" "	Box	29.3	Chicago, Ill.	880	1.46	855.56	279.28	33.56	249.86	562.70	65.8
553	Drugs, Medicines, Toilet Prep.											
	Disinfectants, N.O.I.B.N.	Box	26.0	Wyandotte, Mich.	621	1.33	691.60	190.81	33.08	224.90	448.79	64.9
	Drugs, N.O.I.B.N.	Box	26.0	St. Louis, Mo.	1,030	1.58	821.60	316.49	33.08	224.90	574.47	69.9
	" "	Box	26.0	Chicago, Ill.	880	1.38	717.60	270.40	33.08	224.90	528.38	73.6
	" "	Box	26.0	Detroit, Mich.	621	1.33	691.60	190.81	33.08	224.90	448.79	64.9
	" "	Box	26.0	Terre Haute, Ind.	869	1.38	717.60	267.02	33.08	224.90	525.00	73.2
555	Aluminum Bar Ingot, Pig & Slab											
	Aluminum Ingots, Pig & Slab	Box	22.3	Chicago, Ill.	880	1.27	566.42	260.44	32.55	196.94	489.93	86.5
	" " " "	Box	22.3	Heath, O.	578	1.04	463.84	171.06	32.55	196.94	400.55	86.4
	" " " "	Box	22.3	Brighton, O.	714	1.09	486.14	211.31	32.55	196.94	440.80	90.7
	" " " "	Box	22.3	Louisville, Ky.	824	1.22	544.12	243.86	32.55	196.94	473.35	87.0
561	Copper, Brass and Bronze, N.O.S.											
	Copper Tubing	Box	24.3	St. Louis, Mo.	1,030	1.85	899.10	311.13	32.84	212.06	556.03	61.8
	Copper Cable	Box	24.3	Cleveland, O.	552	1.09	529.74	166.74	32.84	212.06	411.64	77.7
	Copper Wire	Box	24.3	Glassport, Pa.	426	.98	476.28	128.68	32.84	212.06	373.58	78.4
569	Alloys for Steel Manufacture											
	Ferro Chrome	Box	29.0	Marietta, O.	534	19.00 5/	492.10	158.98	33.52	247.58	458.08	91.4
	" "	Box	29.0	Graham, W.Va.	962	18.60 5/	481.74	177.84	33.52	247.58	458.94	95.3
	" "	Box	29.0	Lorain, O.	552	20.20 5/	523.18	177.68	33.52	247.58	455.78	87.1
	" "	Box	29.0	Peoria, Ill.	878	28.00 5/	725.20	289.48	33.52	247.58	570.58	81.4

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Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
575	Iron & Steel: Billet Bloom & Ingot											
	Steel Billets	Gond.	60.0	Youngstown, O.	490	$9.80 5/	$525.28	$226.94	$32.01	$446.66	$705.61	134.3%
	" "	Gond.	60.0	Warren, O.	490	9.80 5/	525.28	226.94	32.01	446.66	705.61	134.3
	" "	Gond.	60.0	Canton, O.	526	10.04 5/	538.14	243.62	32.01	446.66	722.29	134.2
	" "	Gond.	60.0	Pittsburgh, Pa.	426	9.07 5/	486.15	197.30	32.01	446.66	675.97	139.0
577	Iron and Steel, Bar Rod & Slab											
	Rods Coiled, Iron & Steel	Gond.	29.0	St. Louis, Mo.	1,030	.84	487.20	379.40	32.01	230.16	641.57	131.7
	Bars Sheet & Tinplate	Gond.	29.0	Warren, O.	490	.49	284.20	180.49	32.01	230.16	442.66	155.8
	" " "	Gond.	29.0	Pittsburgh, Pa.	426	.45	261.00	156.92	32.01	230.16	419.09	160.6
581	Iron & Steel Nails & Wire (Woven & Not Woven)											
	Nails Iron & Steel	Box	28.0	Alliquippa, Pa.	426	.45	252.00	133.50	33.38	240.02	406.90	161.5
	" " "	Box	28.0	Troy, O.	682	.61	341.60	213.73	33.38	240.02	487.13	142.6
	" " "	Box	28.0	Wheeling, W.Va.	469	.45	252.00	146.98	33.38	240.02	420.38	166.8
	" " "	Box	28.0	Gary, Ind.	880	.73	408.80	275.78	33.38	240.02	549.18	134.3
583	Manufactured Iron & Steel											
	Bars, Iron & Steel	Box	40.4	Youngstown, O.	490	.49	395.92	172.14	35.18	333.77	541.09	136.7
	Mfg. I.& S., N.O.I.B.N.	Box	40.4	Massillon, O.	526	.51	412.08	184.79	35.18	333.77	553.74	134.4
	" " "	Box	40.4	Pittsburgh, Pa.	426	.45	363.60	149.66	35.18	333.77	518.61	142.6
	" " "	Box	40.4	Chicago, Ill.	880	.73	589.84	309.15	35.18	333.77	678.10	115.0
	Tinplate	Box	40.4	Yorkville, O.	469	.45	363.60	164.76	35.18	333.77	533.71	146.8
	Bars, Iron & Steel	Gond.	40.4	Youngstown, O.	490	.49	395.92	197.57	32.01	309.78	539.36	136.2
	Mfg. I.& S., N.O.I.B.N.	Gond.	40.4	Massillon, O.	526	.51	412.08	212.09	32.01	309.78	553.88	134.4
	" " "	Gond.	40.4	Pittsburgh, Pa.	426	.45	363.60	171.77	32.01	309.78	513.56	141.2
	" " "	Gond.	40.4	Chicago, Ill.	880	.73	589.84	354.83	32.01	309.78	696.62	118.1
587	Iron & Steel Pipe & Fittings											
	Pipe & Fittings Iron & Steel	Gond.	36.3	Moundsville, W.Va.	469	.45	326.70	183.23	32.01	281.14	496.38	151.9
	" " " "	Gond.	36.3	Allegheny, Pa.	426	.45	326.70	166.43	32.01	281.14	479.58	146.8
	" " " "	Gond.	36.3	Chicago, Ill.	880	.73	529.98	343.79	32.01	281.14	656.94	124.0
	" " " "	Gond.	36.3	Massillon, O.	526	.51	370.26	205.49	32.01	281.14	518.64	140.1
	Wrought Iron Pipe	Gond.	36.3	S. Lorain, O.	552	.51	370.26	215.65	32.01	281.14	528.80	142.8

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Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origin (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
589	Tanks, N.O.S.											
	I & S Tanks	Gond.	18.0	Columbiana, O.	489	$1.01	$363.60	$163.67	$32.01	$153.34	$349.02	96.0%
	" "	Gond.	18.0	Louisville, Ky.	824	1.46	525.60	275.80	32.01	153.34	461.15	87.7
	Pontoon Tanks	Gond.	18.0	Ft.Wayne, Ind.	734	1.36	489.60	245.68	32.01	153.34	431.03	88.0
	Wooden Tanks	Gond.	18.0	Massillon, O.	526	.95	342.00	176.06	32.01	153.34	361.41	105.7
591	Agricultural Implements											
	Agricultural Implements,NOIBN	Box	21.9	Moline, Ill.	1,031	.93	407.34	303.87	32.49	193.91	530.27	130.2
	" " "	Box	21.9	South Bend, Ind.	830	.88	385.44	236.67	32.49	193.91	463.07	120.1
	" " "	Box	21.9	Chicago, Ill.	880	.93	407.34	259.36	32.49	193.91	485.76	119.3
	" " "	Box	21.9	Louisville, Ky.	824	.80	350.40	242.86	32.49	193.91	469.26	133.9
593	Agricultural Implement Parts, N.O.S.											
	Plow Parts & Harrow Disc	Box	24.8	South Bend, Ind.	803	.88	436.48	243.79	32.91	215.83	492.53	112.8
	Agricultural Implement Parts, N.O.S.	Box	24.8	Burlington, Ia.	1,064	.93	461.28	323.03	32.91	215.83	571.77	124.0
	" " "	Box	24.8	Midland, Pa.	426	.61	302.56	129.33	32.91	215.83	378.07	125.0
	" " "	Box	24.8	Racine, Wisc.	895	.93	461.28	271.72	32.91	215.83	520.46	112.8
	" " "	Box	24.8	Battle Creek, Mich.	741	.85	421.60	224.97	32.91	215.83	473.71	112.4
	" " "	Box	24.8	Bucyrus, O.	635	.71	352.16	192.78	32.91	215.83	441.52	125.4
595	Machinery & Machines, N.O.S.											
	Printing Presses	Box	21.0	Chicago, Ill.	880	1.55	651.00	256.94	32.36	187.10	476.40	73.2
	Crane or Derricks	Gond.	21.0	Lorain, O.	552	.93	390.60	189.82	32.01	174.29	396.12	101.4
	Road Graders	Gond.	21.0	Indianapolis,Ind.	789	.85	357.00	271.32	32.01	174.29	477.62	133.8
	Machinery, N.O.I.B.N.	Box	21.0	Oakley, O.	714	1.27	533.40	208.47	32.36	187.10	427.93	80.2
597	Machinery Parts											
	Rolling Mill Rolls,N.O.S.	Gond.	24.7	Lima, O.	684	.60	296.40	242.96	32.01	200.13	475.10	160.3
	Ore Milling Mach.Parts	Gond.	24.7	Milwaukee, Wisc.	871	1.61	795.34	309.38	32.01	200.13	541.52	68.1
	Ice Cans	Box	24.7	Niles, O.	490	1.01	498.94	148.61	32.89	215.08	396.58	79.5
	" "	Box	24.7	Christy Park, Pa.	426	.98	484.12	129.20	32.89	215.08	377.17	77.9
[illegible]	[illegible]											
	Cash boxes, etc.	Box	[illegible]	[illegible]	[illegible]	1.70	710.60	198.34	32.34	186.35	417.03	58.7

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Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origin (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratios of Out-of-Pocket Costs to Revenues (13)
605	Railway Equipment SU Not on Own Wheels											
	Locomotive Not Moved on Own Wheels	Flat	37.9	Erie, Pa.	483	$.82	$621.56	$172.21	$37.52	$292.32	$502.05	80.8%
	" " " "	Flat	37.9	Chicago, Ill.	880	1.55	1,174.90	313.76	37.52	292.32	643.60	54.8
	" " " "	Flat	37.9	St.Louis, Mo.	1,030	1.66	1,258.28	367.24	37.52	292.32	697.08	55.4
607	Railway Equipment Parts											
	Brake Shoes, Railway	Box	24.9	Lordstown, O.	490	.49	244.02	148.91	32.92	216.59	398.42	163.3
	Car Wheels	Box	24.9	Verona, Pa.	426	.45	224.10	129.46	32.92	216.59	378.97	169.1
	Air Brake Equipment	Box	24.9	Wilmerding, Pa.	426	1.09	542.82	129.46	32.92	216.59	378.97	69.8
	Springs	Box	24.9	Pittsburgh, Pa.	426	.92	458.16	129.46	32.92	216.59	378.97	82.7
	Couplers	Box	24.9	Alliance, O.	509	.51	253.98	154.69	32.92	216.59	404.20	159.1
	Underframes	Gond.	24.9	East St.Louis,Ill.	1,030	.84	418.32	366.48	32.01	201.53	600.02	143.4
609	Rails & Railway Track Material Iron & Steel											
	Rails	Gond.	32.2	Bessemer, Pa.	426	12.71 5/	366.05	161.09	32.01	252.51	445.61	121.7
	"	Gond.	32.2	Carnegie, Pa.	426	12.71 5/	366.05	161.09	32.01	252.51	445.61	121.7
	Spikes	Box	32.2	Neville Island,Pa.	426	.45	289.80	138.97	33.99	271.78	444.74	153.5
	Track Material	Box	32.2	Gary, Ind.	880	.73	470.12	287.08	33.99	271.78	592.85	126.1
611	Vehicles Other Than Motor											
	Childrens Vehicles & Wagons	Box	11.4	Akron, O.	540	1.39	316.92	141.81	30.96	114.53	287.30	90.7
	Trailers Other Than Motor,N.O.I.B.N.	Box	11.4	Oakley, O.	714	1.33	303.24	187.51	30.96	114.53	333.00	109.8
	" " " "	Box	11.4	Fort Wayne, Ind.	734	1.36	310.08	192.76	30.96	114.53	338.25	109.1
	" " " "	Gond.	11.4	Oakley, O.	714	1.33	303.24	224.57	32.01	107.24	363.82	120.0
	" " " "	Gond.	11.4	Fort Wayne, Ind.	734	1.36	310.08	230.86	32.01	107.24	370.11	119.4
	Warehouse Hand Trucks	Box	11.4	Niles, Ohio	490	1.01	230.28	128.68	30.96	114.53	274.17	119.1
	Lift Trucks	Box	11.4	Peoria, Ill.	978	1.61	367.08	256.84	30.96	114.53	402.33	109.6
613	Automobiles-Passenger											
	Automobiles Passenger Set Up	Box	A	Detroit, Mich.	621	2.10 6/	315.00	155.68	30.39	85.05	271.12	86.1
	" " " "	Box	C	Detroit, Mich.	621	2.10 6/	420.00	160.43	30.76	103.94	295.13	70.3
	" " " "	Box	B	Detroit, Mich	621	2.46 7/	307.50	153.31	30.21	75.59	259.11	84.3
	" " " "	Box	B	Flint, Mich.	647	2.59	323.75	159.72	30.21	75.59	265.52	82.0
	" " " "	Box	B	Kenosha, Wisc.	658	3.00	375.00	162.44	30.21	75.59	268.24	71.5
	" " " "	Box	B	Springfield, O.	895	2.29	286.25	220.95	30.21	75.59	326.75	114.1

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615	Automobiles Freight											
	Autos Freight	Flat	15.0	Detroit, Mich.	621	$1.17	$351.00	$177.92	$34.19	$132.38	$344.49	98.1%
	" "	Flat	15.0	Springfield, O.	655	1.24	372.00	187.67	34.19	132.38	354.24	95.2
	" "	Flat	15.0	South Bend, Ind.	803	1.43	429.00	230.07	34.19	132.38	396.64	92.5
	" "	Flat	15.0	Kenosha, Wisc.	895	1.52	456.00	256.43	34.19	132.38	423.00	92.8
	" "	Gond.	15.0	Detroit, Mich.	621	1.17	351.00	202.16	32.01	132.38	366.55	104.4
	" "	Gond.	15.0	Springfield, O.	655	1.24	372.00	213.23	32.01	132.38	377.62	101.5
	" "	Gond.	15.0	South Bend, Ind.	803	1.43	429.00	261.40	32.01	132.38	425.79	99.3
	" "	Gond.	15.0	Kenosha, Wisc.	895	1.52	456.00	291.35	32.01	132.38	455.74	99.9
617	Vehicles Motor, N.O.S.											
	Fire Fighting Equipment	Flat	22.6	Dayton, O.	680	1.70	768.40	210.63	35.29	185.46	431.38	56.1
	Farm Tractors	Flat	22.6	Deerfield, Ill.	916	.93	420.36	283.73	35.29	185.46	504.48	120.0
	" "	Flat	22.6	Peoria, Ill.	978	.93	420.36	302.94	35.29	185.46	523.69	124.6
	" "	Flat	22.6	Racine, Wisc.	895	.93	420.36	277.23	35.29	185.46	497.98	118.5
	Fire Fighting Equipment	Gond.	22.6	Dayton, O.	680	1.70	768.40	237.17	32.01	185.46	454.64	59.2
	Farm Tractors	Gond.	22.6	Deerfield, Ill.	916	.93	420.36	319.48	32.01	185.46	536.95	127.7
	" "	Gond.	22.6	Peoria, Ill.	978	.93	420.36	341.10	32.01	185.46	558.57	132.9
	" "	Gond.	22.6	Racine, Wisc.	895	.93	420.36	312.15	32.01	185.46	529.62	126.0
619	Military Vehicles, N.O.S.											
	Military Tractor Tanks	Flat	26.7	Battle Creek, Mich.	741	1.40	747.60	238.82	35.89	214.10	488.81	65.4
	" " "	Flat	26.7	Peoria, Ill.	978	1.61	859.74	315.20	35.89	214.10	565.19	65.7
	Military Vehicles, N.O.S.	Flat	26.7	Rock Island, Ill.	1,031	2.20	1,174.80	332.28	35.89	214.10	582.27	49.6
	" " "	Flat	26.7	Toledo, O.	658	1.17	624.78	212.07	35.89	214.10	462.06	74.0
	Military Tractor Tanks	Gond.	26.7	Battle Creek, Mich.	741	1.40	747.60	267.73	32.01	214.10	513.84	68.7
	" " "	Gond.	26.7	Peoria, Ill.	978	1.61	859.74	353.37	32.01	214.10	599.48	69.7
	Military Vehicles, N.O.S.	Gond.	26.7	Rock Island, Ill.	1,031	2.20	1,174.80	372.52	32.01	214.10	618.63	52.7
	" " "	Gond.	26.7	Toledo, O.	658	1.17	624.78	237.74	32.01	214.10	483.85	77.4
621	Automobiles & Auto Trucks KD											
	Autos Boxed	Flat	21.8	Springfield, O.	655	1.24	540.64	201.29	35.18	179.87	416.34	77.0
	" "	Flat	21.8	Detroit, Mich.	621	1.17	510.12	190.84	35.18	179.87	405.89	79.6
	" "	Flat	21.8	Kenosha, Wisc.	895	1.52	662.72	275.04	35.18	179.87	490.09	74.0
	" "	Flat	21.8	Wagon Works, O.	658	1.17	510.12	202.21	35.18	179.87	417.26	81.8
	" "	Gond.	21.8	Springfield, O.	655	1.24	540.64	226.85	32.01	179.87	438.73	81.2
	" "	Gond.	21.8	Detroit, Mich.	621	1.17	510.12	215.07	32.01	179.87	426.95	83.7
	" "	Gond.	21.8	Kenosha, Wisc.	895	1.52	662.72	309.97	32.01	179.87	521.85	78.7
	" "	Gond.	21.8	Wagon Works, O.	658	1.17	510.12	227.89	32.01	179.87	439.77	86.2

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Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
623	Vehicles Parts, N.O.S.											
	Auto Parts	Box	23.3	Detroit, Mich.	621	$1.17	$545.22	$185.69	$32.69	$204.50	$422.88	77.6%
	" "	Box	23.3	Springfield, O.	655	1.24	577.84	195.85	32.69	204.50	433.04	74.9
	" "	Box	23.3	Kenosha, Wisc.	895	1.52	708.32	267.61	32.69	204.50	504.80	71.3
	" "	Box	23.3	Chicago, Ill.	880	1.52	708.32	263.13	32.69	204.50	500.32	70.6
	" "	Box	23.3	Peoria, Ill.	978	1.66	773.56	292.43	32.69	204.50	529.62	68.5
	" "	Box	23.3	South Bend, Ind.	803	1.43	666.38	240.11	32.69	204.50	477.30	71.6
627	Tires and Tubes Rubber											
	Tire and Tubes Rubber	Box	15.8	Akron, O.	540	1.06	334.96	149.08	31.60	147.79	328.47	98.1
	" " "	Box	15.8	Columbus, O.	611	1.07	338.12	168.68	31.60	147.79	348.07	102.9
	" " "	Box	15.8	Louisville, Ky.	824	1.36	429.76	227.49	31.60	147.79	406.88	94.7
	" " "	Box	15.8	Shelby, O.	598	1.09	344.44	165.09	31.60	147.79	344.48	100.0
631	Ammunition and Explosives											
	Ammunition and Explosives	Box	43.6	Atlas, O.	540	1.48 8/	1,148.96	194.99	35.65	357.96	588.60	51.2
	" "	Box	43.6	Atlas, O.	540	1.18 9/	1,028.96	194.99	35.65	357.96	588.60	57.2
	" "	Box	43.6	Crane, Ind.	883	1.94 8/	1,691.68	318.84	35.65	357.96	712.45	42.1
	" "	Box	43.6	Crane, Ind.	883	1.55 9/	1,351.60	318.84	35.65	357.96	712.45	52.7
	" "	Box	43.6	Proving Ground, Ill.	1,018	2.15 8/	1,874.80	367.59	35.65	357.96	761.20	40.6
	" "	Box	43.6	Proving Ground, Ill.	1,018	1.72 9/	1,499.84	367.59	35.65	357.96	761.20	50.8
	" "	Box	43.6	Charlestown, Ind.	824	1.91 8/	1,665.52	297.54	35.65	357.96	691.15	41.5
	" "	Box	43.6	Charlestown, Ind.	824	1.52 9/	1,325.44	297.54	35.65	357.96	691.15	52.1
	" "	Box	43.6	Kingsbury, Ind.	803	1.89 8/	1,648.08	289.96	35.65	357.96	683.57	41.5
	" "	Box	43.6	Kingsbury, Ind.	803	1.50 9/	1,308.00	289.96	35.65	357.96	683.57	52.3
635	Cement, N.O.S.											
	High Temperature Bonding	Box	45.5	Zelienople, Pa.	426	8.04 3/	365.82	156.30	35.92	372.33	564.55	154.3
	High Temperature Mortor	Box	45.5	Cleveland, O.	552	8.04 3/	365.82	202.53	35.92	372.33	610.78	167.0
639	Brick and Building Tile											
	Facing Tile	Box	26.0	Anderson, Ind.	746	.72	374.40	229.22	33.08	224.90	487.20	130.1
	" "	Box	26.0	Zanesville, O.	566	.57	296.40	173.91	33.08	224.90	431.89	145.7
	Hollow Bldg. Tile	Box	26.0	Magnolia, O.	526	8.64 3/	224.64	161.62	33.08	224.90	419.60	186.8
641	Refractories											
	Firebrick	Box	33.3	Firebrick, O.	649	9.12 3/	303.70	213.91	34.15	280.10	528.16	173.9
	"	Box	33.3	Allegheny, Pa.	426	8.04 3/	267.73	140.41	34.15	280.10	454.66	169.8
	"	Box	33.3	Mineral City, O.	526	8.64 3/	287.71	173.37	34.15	280.10	487.62	169.5
	"	Box	33.3	Louisville, Ky.	824	12.57 3/	418.58	271.58	34.15	280.10	585.83	140.0

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Revenues, Out-of-Pocket Costs and Ratios
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Export Traffic Originating in Differential Territory
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Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
649	Sewer Pipe and Drain Tile (Not Metal)											
	Ceramic Tile	Box	25.8	Zanesville, O.	566	$.98	$505.68	$173.57	$33.05	$223.39	$430.01	85.0%
	" "	Box	25.8	East Sparta, O.	526	.95	490.20	161.30	33.05	223.39	417.74	85.2
655	Scrap Paper and Rags											
	Rags	Box	17.8	Kenosha, Wisc.	895	.81	288.36	252.56	31.89	162.91	447.36	155.1
	"	Box	17.8	Piqua, O.	682	.66	234.96	192.45	31.89	162.91	387.25	164.8
	"	Box	17.8	Columbus, O.	611	.62	220.72	172.42	31.89	162.91	367.22	166.4
	"	Box	17.8	Chicago, Ill.	880	.81	288.36	248.33	31.89	162.91	443.13	153.7
	"	Box	17.8	Pittsburgh, Pa.	426	.52	185.12	120.21	31.89	162.91	315.01	170.2
	"	Box	17.8	Jeffersonville, Ind.	824	.78	277.68	232.53	31.89	162.91	427.33	153.9
659	Printing Paper, N.O.S.											
	Printing Paper	Box	23.0	Middletown, O.	680	.87	400.20	202.70	32.65	202.22	437.57	109.3
	" "	Box	23.0	Hamilton, O.	714	.87	400.20	212.84	32.65	202.22	447.71	111.9
	" "	Box	23.0	Chillicothe, O.	628	.78	358.80	187.20	32.65	202.22	422.07	117.6
	" "	Box	23.0	Otsego, Mich.	764	.98	450.80	227.74	32.65	202.22	462.61	102.6
665	Paper and Paper Articles											
	Paper Articles, N.O.I.B.N.	Box	15.9	Chicago, Ill.	880	1.05	333.90	243.22	31.61	148.55	423.38	126.8
	" " "	Box	15.9	Brighton, O.	714	.87	276.66	197.34	31.61	148.55	377.50	136.4
	" " "	Box	15.9	Chillicothe, O.	628	.78	248.04	173.57	31.61	148.55	353.73	124.5
	" " "	Box	15.9	Cleveland, O.	552	.78	248.04	152.56	31.61	148.55	332.72	134.1
667	Printed Matter, N.O.S.											
	Books, N.O.S.	Box	19.2	Dayton, O.	680	1.70	652.80	194.80	32.09	173.50	400.39	61.3
	" "	Box	19.2	Racine, Wisc.	895	2.00	768.00	256.39	32.09	173.50	461.98	60.2
	Calendars Rolled in Packages	Box	19.2	E. St. Louis, Ill.	1,030	1.15	441.60	295.07	32.09	173.50	500.66	113.4
	Printed Forms	Box	19.2	Dayton, O.	680	.86	330.24	194.80	32.09	173.50	400.39	121.2
	" "	Box	19.2	Shelby, O.	598	.80	307.20	171.31	32.09	173.50	376.90	122.7
669	Paperboard, Fibreboard and Pulpboard											
	Paperboard	Box	23.6	Hamilton, O.	714	.80	377.60	214.15	32.73	206.76	453.64	120.1
	"	Box	23.6	Rittman, O.	540	.72	339.84	161.96	32.73	206.76	401.45	118.1
	"	Box	23.6	Middletown, O.	680	.80	377.60	203.95	32.73	206.76	443.44	117.4

Revenues, Out-of-Pocket Costs and Ratios
Representative Movements of
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Port of New York

Commodity Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origin (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Line Haul (9)	Out-of-Pocket Terminal Origin (10)	Out-of-Pocket Terminal Port (11)	Out-of-Pocket Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
675	Insulating Materials, N.O.S.											
	Mineral Wool	Box	13.7	Newark, O.	578	$.72	$197.28	$155.86	$31.29	$131.92	$319.07	161.7%
	" "	Box	13.7	Columbus, O.	611	.73	200.02	164.76	31.29	131.92	327.97	164.0
	" "	Box	13.7	Lockland, O.	714	.80	219.20	192.53	31.29	131.92	355.74	162.3
685	Electrical Equipment and Parts, N.O.S.											
	Batteries and Parts	Box	19.3	Madison, Wisc.	950	1.47	567.42	272.44	32.11	174.26	478.81	84.4
	" " "	Box	19.3	Cleveland, O.	552	.95	366.70	158.30	32.11	174.26	364.67	99.4
	Electrical Appliances, N.O.S.	Box	19.3	Troy, O.	682	1.25	482.50	195.58	32.11	174.26	401.95	83.3
	Radios	Box	19.3	Chicago, Ill.	880	2.69	1,038.34	252.36	32.11	174.26	458.73	44.2
	"	Box	19.3	Indianapolis, Ind.	789	2.46	949.56	226.27	32.11	174.26	432.64	45.6
687	Furnaces, Heaters, Radiators and Parts											
	Heating Furnaces	Box	14.0	Dayton, O.	680	1.09	305.20	183.99	31.34	134.18	349.51	114.5
	" "	Box	14.0	Chicago Heights, Ill.	880	1.36	380.80	238.10	31.34	134.18	403.62	106.0
	Water Heaters	Box	14.0	St. Louis, Mo.	1,030	1.66	464.80	278.69	31.34	134.18	444.21	95.6
693	Glass											
	Glass Pellets	Box	26.7 10/	Newark, O.	578	.78	468.00	178.84	33.19	230.20	442.23	94.5
	Plate Glass	Gond.	26.7 11/	Ford City, Pa.	426	.83	443.22	153.92	32.01	214.10	400.03	90.3
	" "	Gond.	26.7 12/	Ford City, Pa.	426	.96	512.64	153.92	32.01	214.10	400.03	78.0
695	Glassware, N.O.S.											
	Glassware, N.O.S.	Box	16.2	Columbus, O.	611	.92	298.08	169.43	31.66	150.82	351.91	118.1
	" "	Box	16.2	Lancaster, O.	602	.92	298.08	166.93	31.66	150.82	349.41	117.2
		Box	16.2	Dunkirk, Ind.	746	1.08	349.92	206.86	31.66	150.82	389.34	111.3
697	Glass Bottles, Jars, and Packing Glasses, N.O.S.											
	Common Glass Containers	Box	20.9	Washington, Pa.	426	.59	246.62	124.25	32.34	186.35	342.94	139.1
		Box	20.9	Lancaster, O.	602	.73	305.14	175.59	32.34	186.35	394.28	129.2
		Box	20.9	Muncie, Ind.	746	.86	359.48	217.59	32.34	186.35	436.28	121.4
		Box	20.9	Charleston, W.Va.	603	.67	280.06	175.88	32.34	186.35	394.57	140.9

Revenues, Out-of-Pocket Costs and Ratios
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Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origin (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Line Haul (9)	Out-of-Pocket Terminal Origin (10)	Out-of-Pocket Terminal Port (11)	Out-of-Pocket Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
705	Household Utensils, N.O.S.											
	Sheet Steelware, Household	Box	10.7	Zanesville, O.	566	$1.39	$297.46	$147.43	$30.86	$109.24	$287.53	96.7%
	Steel Kettles, "	Box	10.7	Warren, Pa.	407	.87	186.18	106.01	30.86	109.24	246.11	132.2
	Sheet Steelware, "	Box	10.7	West Lafayette, O.	542	1.39	297.46	141.18	30.86	109.24	281.08	94.5
707	Refrigerators, Freezing Apparatus and Parts											
	Refrigerators	Box	10.3	Chicago, Ill.	880	2.12	436.72	228.14	30.80	106.22	365.16	83.6
	"	Box	10.3	Connellsville, Ind.	721	1.85	381.10	186.92	30.80	106.22	323.94	85.0
	"	Box	10.3	Dayton, O.	680	1.70	350.20	176.29	30.80	106.22	313.31	89.5
	"	Box	10.3	St. Louis, Mo.	1,030	2.29	471.74	267.03	30.80	106.22	404.05	85.7
	"	Box	10.3	Appliance Park, Ky.	824	1.98	407.88	213.63	30.80	106.22	350.65	86.0
	"	Box	10.3	Grand Rapids, Mich.	757	2.01	414.06	196.26	30.80	106.22	333.28	80.5
709	Laundry Equipment											
	Washing Machines, Household	Box	13.0	Herrin, Ill.	1,026	1.97	512.20	274.47	31.19	126.62	432.28	84.4
	" " "	Box	13.0	Norwood, O.	714	1.52	395.20	191.00	31.19	126.62	348.81	88.3
	" " "	Box	13.0	St. Louis, Mo.	1,030	1.98	514.80	275.54	31.19	126.62	433.35	84.2
	" " "	Box	13.0	Appliance Park, Ky.	824	1.52	395.20	220.43	31.19	126.62	378.24	95.7
	" " "	Box	13.0	Mansfield, O.	598	1.39	361.40	159.97	31.19	126.62	317.78	87.9
711	Stoves, Ranges and Parts											
	Stoves, N.O.I.B.N.	Box.	11.9 13/	Brighton, O.	714	1.12	268.80	188.60	31.03	118.31	337.94	125.7
	" "	Box	11.9 13/	Chicago, Ill.	880	1.36	326.40	232.45	31.03	118.31	381.79	117.0
	" "	Box	11.9 13/	Louisville, Ky.	824	1.27	304.80	217.66	31.03	118.31	367.00	120.4
	" "	Box	11.9 13/	St. Louis, Mo.	1,030	1.47	352.80	272.07	31.03	118.31	421.41	119.4
715	Furniture, N.O.S.											
	Furniture, N.O.I.B.N.	Box	11.6 13/	Chicago, Ill.	880	2.12	508.80	231.64	30.99	116.04	378.67	74.4
	" "	Box	11.6 13/	E. St. Louis, Ill.	1,030	2.29	549.60	271.13	30.99	116.04	418.16	76.1
	" "	Box	11.6 13/	Perrysburg, O.	658	1.81	434.40	173.21	30.99	116.04	320.24	73.7
	" "	Box	11.6 13/	Shelby, O.	598	1.61	386.40	157.41	30.99	116.04	304.44	78.8
749	Liquors - Malt											
	Beer	Refgr.	27.5 10/	Milwaukee, Wisc.	871	.79	474.00	381.60	28.83	242.99	653.42	137.9
	"	Refgr.	27.5 10/	Chicago, Ill.	880	.76	456.00	385.54	28.83	242.99	657.36	144.2

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Revenues, Out-of-Pocket Costs and Ratios
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763	Food Products,N.O.S.,in Cans and Packages-Not Frozen											
	Bakery Goods	Box	26.6	Cincinnati, O.	714	$1.19	$633.08	$220.70	$33.17	$229.44	$483.31	76.3%
	Powdered Milk	Box	26.6	Columbus, O.	611	.72	383.04	188.86	33.17	229.44	451.47	117.9
	" "	Box	26.6	Detroit, Mich.	621	.74	393.68	191.95	33.17	229.44	454.56	115.5
	Canned Goods	Box	26.6	Davenport, Ia.	1,031	1.02	542.64	318.68	33.17	229.44	581.29	107.1
	" "	Box	26.6	Wapakoneta, O.	684	.76	404.32	211.43	33.17	229.44	474.04	117.2
767	Starch											
	Corn Starch	Box	29.9	Chicago, Ill.	880	.62	370.76	280.89	33.65	254.39	568.93	153.4
	Starch,N.O.I.B.N.	Box	29.9	St.Louis, Mo.	1,030	.75	448.50	328.77	33.65	254.39	616.81	137.5
769	Soap and Cleaning and Washing Compounds											
	Soap	Box	25.0	Ivorydale, O.	714	.95	475.00	217.21	32.94	217.34	467.49	98.4
	Cleaning Compound, N.O.S.	Box	25.0	Columbus, O.	611	.87	435.00	185.87	32.94	217.34	436.15	100.3
773	Feed-Animal and Poultry, N.O.S.											
	Feed-Animal and Poultry,N.O.S.	Box	30.2	Peoria, Ill.	978	.72	434.88	313.07	33.70	256.66	603.43	138.8
	" " " "	Box	30.2	Lima, O.	784	.47	283.88	250.97	33.70	256.66	541.33	190.7
	" " " "	Box	30.2	Elmwood Place, O.	714	.525	317.10	228.56	33.70	256.66	518.92	163.6
779	Containers-Metal											
	Barrels-Metal	Box	19.5	Chicago, Ill.	880	1.55	604.50	252.90	32.14	175.77	460.81	76.2
	Containers-Metal,N.O.S.	Box	19.5	Speedway, Ind.	789	1.39	542.10	226.75	32.14	175.77	434.66	80.2
	" " "	Box	19.5	Niles, O.	490	1.02	397.80	140.82	32.14	175.77	348.73	87.7
	" " "	Box	19.5	Brighton, O.	714	1.27	495.30	205.20	32.14	175.77	413.11	83.4
	" " "	Box	19.5	Pittsburgh, Pa.	426	.98	382.20	122.43	32.14	175.77	330.34	86.4
781	Containers-Wooden											
	Barrels	Box	16.6	Lawrenceburg, Ind.	736	1.04	345.28	204.99	31.72	153.84	390.55	113.1
	"	Box	16.6	Louisville, Ky.	824	.98	325.36	229.50	31.72	153.84	415.06	127.6
	"	Box	16.6	Braddock, Pa.	426	1.11	368.52	118.65	31.72	153.84	304.21	82.5
783	Containers-Fibreboard and Pulpboard KD											
	Fibreboard Boxes	Box	20.9	Cleveland, O.	552	.86	359.48	161.00	32.34	186.35	379.69	105.6
	Fibreboard Containers	Box	20.9	Petrolia, Pa.	439	.73	305.14	128.04	32.34	186.35	346.73	113.6
785	Containers - N.O.S.											
	Steel Cylinders	Box	19.3	Oakmont, Pa.	426	.86	331.96	122.17	32.11	174.26	328.54	99.0

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789	Scrap Iron and Scrap Steel	Gond.	30.4	Youngstown, O.	490	$13.51 5/	$366.12	$182.59	$32.01	$239.94	$454.54	124.2%
	" " " "	Gond.	30.4	Etna, Pa.	426	12.71 5/	344.44	158.74	32.01	239.94	430.69	125.0
	" " " "	Gond.	30.4	Cleveland, O.	552	14.71 5/	398.64	205.69	32.01	239.94	477.64	119.8
	" " " "	Gond.	30.4	Dayton, O.	680	16.30 5/	441.73	253.39	32.01	239.94	525.34	118.9
795	Waste Material for Remelting, N.O.S.											
	Brass - Scrap	Box	31.2	Kalamazoo, Mich.	764	.91	567.84	246.90	33.84	264.22	544.96	96.0
	" "	Box	31.2	Detroit, Mich.	621	.78	486.72	200.69	33.84	264.22	498.75	102.5
	Metal - Scrap, N.O.I.B.N.	Box	31.2	Canton, O.	526	.66	411.84	169.99	33.84	264.22	468.05	113.6
	Brass - Scrap	Box	31.2	Ashland, Ky.	649	.75	468.00	209.74	33.84	264.22	507.80	108.5
799	Manufactures and Miscellaneous, N.O.S.											
	Welding Wire	Box	19.7	Cleveland, O.	552	.51	200.94	158.98	32.17	177.28	368.43	183.4
	Welding Rods	Box	19.7	Milwaukee, Wisc.	871	.73	287.62	250.85	32.17	177.28	460.30	160.0
	Clothing N.O.I.B.N.	Box	19.7	Shelby, O.	598	2.49	981.06	172.22	32.17	177.28	381.67	38.9
	Military Impedimenta	Box	19.7	Lordstown, O.	490	1.79	705.26	141.12	32.17	177.28	350.57	49.7
	" "	Box	19.7	Toledo, O.	658	2.29	902.26	189.51	32.17	177.28	398.96	44.2
950	Forwarder Traffic											
	All Commodity	Box	13.7	4/ Chicago, Ill.	880	1.85	555.00	237.29	31.29	131.92	400.50	72.2
	" "	Box	13.7	4/ St. Louis, Mo.	1,030	2.03	609.00	277.74	31.29	131.92	440.95	72.4
	" "	Box	13.7	4/ Indianapolis, Ind.	789	1.69	507.00	212.76	31.29	131.92	375.97	74.2
	" "	Box	13.7	4/ Cincinnati, O.	714	1.56	468.00	192.53	31.29	131.92	355.74	76.0
	" "	Box	13.7	4/ Pittsburgh, Pa.	426	1.05	315.00	114.87	31.29	131.92	278.08	88.3

NOTES:
1/ Excludes 10 Mile Arbitrary under Appendix K, Docket 15,879, Eastern Class Rate Investigation
2/ Rates and Revenues via Baltimore
3/ Applies per 2,000 pounds
4/ Minimum weight 70,000 pounds
5/ Applies per 2,240 pounds
6/ Applicable via New York Central R.R. direct
7/ Applicable via lines other than the New York Central R.R. direct
8/ Minimum weight 40,000 pounds
9/ Excess of 40,000 pounds per item 3 - A.T.E.A. Section 22 Quotation A-1706-A
10/ Minimum weight 60,000 pounds
11/ 120 United inches or under
12/ Exceeding 120 united inches
13/ Minimum weight 24,000 pounds
14/ Minimum weight 30,000 pounds
A/ Minimum weight 15,000 pounds for cars not exceeding 50 feet 7 inches in length
B/ Minimum weight 12,500 pounds for cars not exceeding 50 feet 7 inches in length
C/ Minimum weight 20,000 pounds for cars exceeding 50 feet 8 inches in length

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I.C.C. Exhibit No. 50B

I. C.C. Exhibit No. 50 B

ERRATUM TO EXHIBIT NO. (J.I.R.) 5 OF WITNESS ... ON IN I&S DOCKET NO. 6615
EXPORTS VIA PORT OF NEW YORK

	Page No. (1)	Group No. (1)	Commodity Description (2)	Type Of Equipment (3)	Average Weight Tons (4)	Destinations (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Port (10)	Out-of-Pocket Costs Terminal Destination (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
Reads	3	415	Plywood			No Changes								
ld Read	3	415	Plywood Mahogany			No Changes								
Reads	4	539	Bone Meal	Box	19.2 4/	Troy, O.	682	.64	245.76	195.37	173.50	32.09	400.96	163.2%
ld Read	4	539	Bone Meal	Box	19.2	Troy, O.			No Changes					
Reads	5	581	Wire, Iron and Steel	Box	24.9	Indianapolis, Ind.	799	1.05	522.90	239.78	216.59	32.92	489.29	93.6
			"	Box	24.9	Chicago, Ill.	890	1.09	542.82	267.44	216.59	32.92	516.95	95.2
			"	Box	24.9	Springfield, Ill.	991	1.17	582.66	298.13	216.59	32.92	547.64	94.0
			"	Box	24.9	Washington, Ind.	893	1.08	537.84	268.35	216.59	32.92	517.86	96.3
			"	Box	24.9	Wooster, O.	586	.86	428.28	175.05	216.59	32.92	424.56	99.1
			"	Box	24.9	Grand Rapids, Mich.	767	1.08	537.84	230.06	216.59	32.92	479.57	89.2
ld Read	5	581	Wire, Iron and Steel	Box	24.9	Indianapolis, Ind.	789		No Changes					
			"	Box	24.9	Chicago, Ill.	880		No Changes					
			"	Box	24.9	Springfield, Ill.	981		No Changes					
			"	Box	24.9	Washington, Ind.	883		No Changes					
			"	Box	24.9	Wooster, O.	576		No Changes					
			"	Box	24.9	Grand Rapids, Mich.	757		No Changes					
Reads	6	653	Woodpulp	Box	39.4	Chillicothe, O.	628	.59	464.92	218.70	326.21	35.03	579.94	124.7
ld Read	6	653	Woodpulp	Box	39.4	Chillicothe, O.	628	.62	488.56	218.70	326.21	35.03	579.94	118.7
Reads	9	797	Scrap Rubber	Box	19.2	Indianapolis, Ind.	789	.66	264.00	226.03	173.50	32.09	431.62	163.5
			"	Box	19.2	E.St.Louis, Ill.	1030	.80	320.00	295.07	173.50	32.09	500.66	156.5
ld Read	9	797	Scrap Rubber	Box	19.2 4/	Indianapolis, Ind.			No Changes					
	9	797	"	Box	19.2 4/	E.St.Louis, Ill.			No Changes					

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Changes are indicated by underscoring.

ERRATUM TO EXHIBIT NO. (J.L.H.) 6 OF WITNESS J. L. HEYWOOD IN I&S DOCKET NO. 6615
EXPORTS VIA PORT OF NEW YORK [fol. 3457]

	Page No.	Group No. (1)	Commodity Description (2)	Type Of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Origin (10)	Out-of-Pocket Costs Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
Now Reads	2	29	Leaf Tobacco	Box	13.7	Louisville, Ky.	824	1.36	372.64	222.19	31.29	131.92	385.40	103.4%
Should Read	2	29	"	"	13.7	" "	824	1.35	369.90	222.19	31.29	131.92	385.40	104.2
Now Reads	3	217	Canned Meats	Refgr.	19.7	Brighton, O.	714	.95	380.00	295.78	27.69	185.14	508.61	133.8
"	3	217	"	"	19.7	Chicago, Ill.	880	.82	328.00	364.55	27.69	185.14	577.38	176.0
Should Read	3	217	Canned Meats	Refgr.	19.7	8/Brighton, O.		No Changes						
"	3	217	"	"	19.7	8/Chicago, Ill.		No Changes						
Now Reads	8	597	Rolling Mill	Gond.	24.7	Lima, O.	684	.60	296.40	242.96	32.01	200.13	475.10	160.3
Should Read	8	597	Rolls NOS "	"	24.7	15/Lima, O.	684	.60	300.00	242.96	32.01	200.13	475.10	158.4
Now Reads	8	597	Ore Mill Machy.	Gond.	24.7	Milwaukee, Wis.	871	1.61	795.34	309.38	32.01	200.13	541.52	68.1
Should Read	8	597	Parts "	"	24.7	" "	871	1.58	780.52	309.38	32.01	200.13	541.52	69.4
Now Reads	9	611	Trailers Other	Box	11.4	Oakley, O.	714	1.33	303.24	187.51	30.96	114.53	333.00	109.8
"	9	611	than Motor N.C.I.B.N.	"	11.4	Ft.Wayne, Ind.	734	1.36	310.08	192.76	30.96	114.53	338.25	109.1
Should Read	9	611	"	"	11.4	16/Oakley, O.	714	1.33	359.10	187.51	30.96	114.53	333.00	92.7
"	9	611	"	"	11.4	16/Ft.Wayne, Ind.	734	1.36	367.20	192.76	30.96	114.53	338.25	92.1
Now Reads	9	611	"	Gond.	11.4	Oakley, O.	714	1.33	303.24	224.57	32.01	107.24	363.82	120.0
"	9	611	"	"	11.4	Ft.Wayne, Ind.	734	1.36	310.08	230.86	32.01	107.24	370.11	119.4
Should Read	9	611	"	"	11.4	16/Oakley, O.	714	1.33	359.10	224.57	32.01	107.24	363.82	101.3
"	9	611	"	"	11.4	16/Ft.Wayne, Ind.	734	1.36	367.20	230.86	32.01	107.24	370.11	100.8
Now Reads	9	611	Warehouse	Box	11.4	Niles, O.	490	1.01	230.28	128.68	30.96	114.53	274.17	119.1
Should Read	9	611	Hand Trucks	"	11.4	13/Niles, O.	490	1.01	242.40	128.68	30.96	114.53	274.17	113.1
Now Reads	9	611	Lift Trucks	Box	11.4	Peoria, Ill.	978	1.61	367.08	256.84	30.96	114.53	402.33	109.6
Should Read	9	611	"	"	11.4	13/Peoria, Ill.	978	1.61	386.40	256.84	30.96	114.53	402.33	104.1
Now Reads	9	613	Automobiles	"	B/	Kenosha, Wis.	658	3.00	375.00	162.44	30.21	75.59	268.24	71.5
"	9	613	Passenger, Set Up	"	B/	Springfield, O.	895	2.29	286.25	220.95	30.21	75.59	326.75	114.1
Should Read	9	613	" "	"	B/	Kenosha, Wis.	905	3.00	375.00	223.42	30.21	75.59	329.22	87.79
"	9	613	" "	"	B/	Springfield, O.	665	2.29	286.25	164.17	30.21	75.59	269.97	94.31

ERRATUM TO EXHIBIT NO. (J.L.H.) 6 OF WITNESS J. L. HEYWOOD IN I&S DOCKET NO. 6615
EXPORT VIA PORT OF NEW YORK

[fol. 3458]

	Page No.	Group No. (1)	Commodity Description (2)	Type Of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Origin (10)	Out-of-Pocket Costs Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
Now Reads	11	639	Facing Tile	Box	26.0	Anderson, Ind.	746	.72	374.40	229.22	33.08	224.90	487.20	130.1%
"	11	639	"	"	26.0	Zanesville, O.	566	.57	296.40	173.91	33.08	224.90	431.89	145.7
Should Read	11	639	"	"	26.0	Anderson, Ind.	746	1.21	629.20	229.22	33.08	224.90	487.20	77.4
"	11	639	"	"	26.0	Zanesville, O.	566	.98	509.60	173.91	33.08	224.90	431.89	84.8
Now Reads	12	667	Books, N.O.S.	"	19.2	Racine, Wis.	895	2.00	768.00	256.39	32.09	173.50	461.98	60.2
Should Read	12	667	"	"	19.2	Racine, Wis.	895	2.20	844.80	256.39	32.09	173.50	461.98	54.7
Now Reads	12	669	Paperboard	"	23.6	Rittman, O.	540	.72	339.84	161.96	32.73	206.76	401.45	118.1
Should Read	12	669	"	"	23.6	Rittman, O.	540	.75	354.00	161.96	32.73	206.76	401.45	113.4
Now Reads	15	763	Canned Goods	"	26.6	Wapakoneta, O.	684	.76	404.32	211.43	33.17	229.44	474.04	117.2
Should Read	15	763	"	"	26.6	Wapakoneta, O.	684	.74	393.68	211.43	33.17	229.44	474.04	120.4
Now Reads	16	950	Forwarder Traffic	"	13.7 4/	Chicago, Ill.	880	1.85	555.00	237.29	31.29	131.92	400.50	72.2
"	16	950	All Commodity	"	13.7 4/	St.Louis, Mo.	1030	2.03	609.00	277.74	31.29	131.92	440.95	72.4
"	16	950	"	"	13.7 4/	Indianapolis, Ind.	789	1.69	507.00	212.76	31.29	131.92	375.97	74.2
"	16	950	"	"	13.7 4/	Cincinnati, O.	714	1.56	468.00	192.53	31.29	131.92	355.74	76.0
"	16	950	"	"	13.7 4/	Pittsburgh, Pa.	426	1.05	315.00	114.87	31.29	131.92	278.08	88.3
Should Read	16	950	"	"	13.7 4/	Chicago, Ill.		No Changes						
"	16	950	"	"	13.7 4/	St.Louis, Mo.		"						
"	16	950	"	"	13.7 4/	Indianapolis, Ind.		"						
"	16	950	"	"	13.7 4/	Cincinnati, O.		"						
"	16	950	"	"	13.7 4/	Pittsburgh, Pa.		"						

ADDED
NOTES: 15/ Minimum weight 50,000 pounds
16/ Minimum weight 27,000 pounds

Changes are indicated by underscoring.

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[fol. 3459] Secretary's certificate (omitted in printing).

[fol. 3461]

I.C.C. Exhibit No. 51

THIS STATEMENT IS VERIFIED. UNLESS WRITTEN REQUEST FOR CROSS EXAMINATION IS RECEIVED BY AFFIANT OR HIS ATTORNEY NOT LATER THAN 10 DAYS PRIOR TO THE HEARING AT WHICH SUCH EVIDENCE OTHERWISE WOULD BE OFFERED, AFFIANT DESIRES THAT THE STATEMENT BE CONSIDERED FOR INCORPORATION IN THE RECORD WITHOUT HIS PERSONAL APPEARANCE AS A WITNESS.

I & S DOCKET 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

VERIFIED STATEMENT OF M. L. MOLLMAN

My name is M. L. Mollman. I am General Freight Agent of The Baltimore and Ohio Railroad Company, with headquarters at Baltimore, Maryland.

I have been employed in the railroad and industrial traffic field for about 38 years. I have, since 1929, held various appointments in the Freight Traffic Department of The Baltimore and Ohio Railroad Company currently holding the position of General Freight Agent, at Baltimore, Maryland. My testimony is on behalf of the protestant railroads which serve one or more of the ports of Baltimore, Md., Philadelphia, Pa. and New York, N.Y., in opposition to the tariffs of the respondent railroads seeking to establish import and export rates between New York, Albany, Boston, and ports north thereof on the one hand, and that portion of central territory known as differential territory on the other hand, the same as the import-export rates between Baltimore and differential territory.

[fol. 3462] The traffic study exhibit —— (MLM-2) and the testimony concerning it which I will offer at a later point in my statement is also on behalf of the protestant railroads serving the ports of Norfolk-Newport News (Hampton Roads) as well as for the protestant railroads serving the ports previously mentioned.

The exhibits which I offer were either prepared by me or under my direction. I am familiar with the issues in this proceeding.

On October 20, 1955, the Traffic Executive Association—Eastern Railroads, acting under their 5-A Agreement, did not recommend a proposal by certain railroads serving New York calling for the establishment of the same rates on import, export, intercoastal and coastwise traffic between all of the north Atlantic ports and so-called differential territory (Docket Item No. 22). That territory will be specifically defined in a later portion of my testimony.

Thereupon, on April 24, 1956, the Boston and Maine Railroad; Delaware, Lackawanna and Western Railroad; Grand Trunk Railway; New York Central Railroad; New York, New Haven and Hartford Railroad; Delaware and Hudson Railroad; Erie Railroad; Lehigh Valley Railroad; New York, Ontario and Western Railway; and New York, Susquehanna and Western Railroad announced their intention to publish from and to the ports of New York, Albany, Boston, and other New England ports, and differential territory (including Illinois Freight Association territory and Southern Wisconsin) the same export and import rates as [fol. 3463] are applicable from and to the port of Baltimore.

Following that announcement the Baltimore and Ohio Railroad, Chesapeake and Ohio Railway, Pennsylvania Railroad, Norfolk and Western Railway, Reading Company, Virginian Railway, and Western Maryland Railway, directed their tariff publishing agents that in the event of any reduction in the import, export, coastwise or intercoastal rates from and to New York and differential territory, the rates from and to the ports of Baltimore, Philadelphia, and Hampton Roads and the same territory were to be reduced simultaneously a like amount in order to pre-

serve the rate differentials under New York from and to these ports which have existed for over 75 years.

In the opinion of the protestant railroads, based on evidence which I will offer at a later point in my testimony and based on testimony of other witnesses for protestants, if the port of New York is accorded the same rates as Baltimore, the import-export traffic through Baltimore and Philadelphia from and to differential territory will literally dry up in a relatively short time. It is for these overriding reasons that the protestant railroads ordered any reduction in the New York rates matched by reductions from the ports of Baltimore and Philadelphia. These railroads do not by any means believe the present levels of import-export rates to be too high, and they fully realize that reductions in them entail losses in revenue which they can ill afford. But the reduction in revenues which would be occasioned by the proposed reductions from Baltimore and [fol. 3464] Philadelphia would be less costly than the wholesale diversions of traffic which would result from according New York the same rates as Baltimore.

In tariffs filed to become effective July 10, 1956, reduced class and commodity rates were published for application on import and export traffic between differential territory and the port of New York, and ports north thereof to and including St. Johns, N.B., Canada, and also Albany, N.Y. The tariffs provide for the application of the same rates from and to these ports as were applicable from and to Baltimore and the same inland points. The routes over which these rates were to apply were of course necessarily restricted to direct routes of the port lines and routes via lines which indicated concurrence in the reduced rates from New York.

Effective on the same day tariffs were filed by the lines serving Philadelphia, Baltimore and Hampton Roads (Norfolk-Newport News) resulting in the maintenance of the recognized differential relationship between the north Atlantic ports. The tariffs provided, in substance, that the rates applicable on import or export traffic to or from port facilities at Baltimore would be made by deducting 3 cents per 100 pounds, or 60 cents per ton as rated, (8 cents on the first two classes of import class rates) from the rates

made applicable to or from New York. Similar provisions were made with respect to the rates to or from Hampton Roads and Philadelphia, except that in the case of Philadelphia, the differential is 2 cents (6 cents on the first two [fol. 3465] classes of import class rates) under New York. The Baltimore and Ohio Railroad Company and the Pennsylvania Railroad also reduced their rates to and from New York, so as to be on a competitive basis with the carriers making the initial reduction in rates.

All of these rates were suspended by the Commission, in its order dated July 6, 1956 in this proceeding, to and including February 9, 1957. The carriers serving all the north Atlantic ports have voluntarily extended the suspension period and it is the understanding that the tariffs publishing these reduced rates will remain under suspension until the Commission has finally disposed of these proceedings.

[fol. 3466] *History of the Port Differential Rate Adjustment*

Import and export rates between the north Atlantic ports and points in differential territory have been differentially related among the ports in the present form since 1877.

The present basic differential rate relationships among the ports of Baltimore, Philadelphia, New York and Boston are as follows:

Class Rates:

Import Rates:

From New York: eight cents per 100 pounds over Baltimore on the first two classes and 3 cents on all other classes.

From Philadelphia: two cents per 100 pounds over Baltimore on the first two classes and 1 cent on all other classes.

From Boston: rates are the same as from New York.

Export Rates:

To New York: three cents per 100 pounds over Baltimore on all classes.

To Philadelphia: one cent per 100 pounds over Baltimore on all classes.

To Boston: rates are the same as to New York.

Commodity Rates:

The 3 cent and 1 cent differentials per 100 pounds over Baltimore apply to or from New York and Philadelphia respectively on all commodity rates except the rates on grain and flour. The rate differentials per 100 pounds on [fol. 3467] these latter commodities are as follows:

	Under New York	
	Grain	*Flour*
Baltimore	1½¢	2¢
Philadelphia	½¢	1¢

Commodity rates from and to Boston are the same as the New York rates.

The boundaries of Differential territory are shown on the map, page 10 of my Exhibit —— MLM-1. It is located within the territory generally known as Central territory, and includes the territory on the west of a line extending from Lake View, N.Y. on the north, to Kenova, W.Va., on the south, through Warren, Oil City, Butler, Pittsburgh and Washington, Pa., to Wheeling, W.Va., thence along the east bank of the Ohio River to Kenova, W.Va., including points in western West Virginia, Charleston, W.Va., and west thereof. The southern boundary includes points along the south bank of the Ohio River from Huntington, W.Va., to Cincinnati, Ohio, thence via the north bank of the Ohio River to Cairo, Ill., and Covington, Henderson, Newport, Louisville, and Paducah, Ky. Also included as stations taking differential rates are points on the line of the Chesapeake and Ohio Railway from Ashland, Ky., to Elkhorn City, Ky., including branch lines, and from Ashland, Ky., to Lexington, Ky. The western boundary extends along the Mississippi River from Cairo, Ill., on the south to Dubuque, Ia., including stations located on the west bank of the Mississippi River, thence along the Illinois-Wisconsin State line to Orangeville, Ill., thence north and eastwardly to Menominee, Mich., through Madison, Watertown, Fond DuLac, Appleton, Green Bay, and Oconto, Wis. [fol. 3468] All points in the lower peninsula of Michigan are also included within differential territory.

The present port differential rate relationship among the north Atlantic ports of Baltimore, Philadelphia, New York and Boston had its beginnings in the Agreement of April 5, 1877 among the railroads serving those ports. That agreement has been offered in this proceeding as Exhibit (D-4), Witness Laux. The agreement related to both domestic and import-export rates, and provided for rate differentials the same as the basic differentials now in effect, except for those on grain and flour, which took their present form in 1889 and 1905 respectively.

A history of the port rate adjustment up to 1912 is set forth in appendix B of the Commission's report in *Maritime Association, Boston Chamber of Commerce* v. *Ann Arbor R. Co.*, 93 I.C.C. 539, 583.

Prior to 1877 the rate adjustment applying between differential territory and the north Atlantic ports was exceedingly unstable, characterized by numerous rate wars stemming from the divergent positions, of the Baltimore railroads on the one hand, that the rates from and to Baltimore should reflect Baltimore's shorter mileage to differential territory, and the position of the New York roads on the other hand, that the rates from and to that port should be equalized. Various attempts were made by the carriers to reconcile their conflicting positions, but all the arrangements growing out of these attempts were short-lived. Thus, in 1869, the carriers agreed that Balti- [fol. 3469] more should have a 10 cent per 100 pound differential on grain under New York. But in 1870 a rate war broke out which reduced the Baltimore differential to 5 cents per 100 pounds. During the period 1870 to 1876 attempts were made to maintain fixed differentials on class-rated traffic between the ports but this plan was abandoned in 1876, and it was agreed that the rates from the several ports should be based upon their relative distance to the western common points. The rates from Chicago to Baltimore for example were made 13% less than to New York, and from Chicago to Philadelphia 10% less than to New York. From southwestern points to Baltimore the rates were 14% less than to New York, and to Philadelphia the rates were 9% less than the New York rates. Six weeks

after this basis was agreed upon, the New York Central and the Erie Railroads withdrew from the agreement resulting in a rate war which lasted until 1877, that is until the port differential agreement of April 5, 1877 was made.

As shown on its face the agreement of 1877 was one of distinct compromise. The elements of the compromise were that the Baltimore railroads accepted a rate differential under New York which was and is less in amount than they would have been entitled to if distance had been the controlling criterion in making the rates, and the railroads serving New York retreated from their insistence that New York be accorded equal rates with Baltimore. The preamble to the 1877 agreement states its objective as follows:

> [fol. 3470] "To avoid all future misunderstandings in respect to the geographical advantages or disadvantages of the Cities of Baltimore, Philadelphia and New York, as affected by rail-and-ocean transportation, and with the view of effecting an equalization of the aggregate cost of rail and ocean transportation between all competitive points in the West, Northwest and Southwest, and all domestic or foreign ports reached through the above cities, it is agreed: . . ."

The execution of the agreement led to the appointment by the New York State Assembly in 1879 of a special committee—the Hepburn Committee—to inquire into the agreement. Executives of the New York railroads appeared before that committee and maintained that the extra distance from and to the west and New York fully justified a higher rate than that applicable to Baltimore or to Philadelphia. Mr. Blanchard, Vice-President of the Erie Railroad, in his testimony before the Committee stated:

> "We are not called upon by any mercantile principle or usage to carry that extra distance for nothing, and there are no 272 miles of railroad that can be built for nothing, can be worked for nothing, that should be given to the public for nothing, any more than that the owner of the warehouse opposite this building should go to Baltimore, find out what the rent of a similar warehouse is, and fix his price upon the rent

basis at Baltimore." (Proceedings of the Special Committee on Railroads, appointed under a resolution of the Assembly to investigate alleged abuses in the Management of Railroads chartered by the State of New York, 1879, p. 3175)

In June of 1880 the New York Central Railroad, as permitted by the terms of the agreement, gave notice of a desire to modify the agreement on the ground that reductions in the ocean rates from and to Baltimore and Phila- [fol. 3471] delphia had given these two ports an advantage over New York on import and export traffic. Thereupon, Mr. Albert Fink, Commissioner of the Trunk Line Association, was requested to investigate the situation and report as to a proper relationship of rates to and from the several ports.

In his report Mr. Fink stated the objective of his inquiry to be the determination of a rate adjustment which would permit each of the railroads and the ports an equitable distribution of the available traffic. While he recognized the desirability of the equalization of water and rail charges through the several ports if it would produce such a result, he found that as a practical matter a rate adjustment based on equalization of the through charges could not be achieved because of the instability of ocean rates, the lack of exact information about them, and the impossibility of determining exact differences in the water rates which prevailed in any one period. The Fink report although it made no specific recommendation as to what relative port rate relationships would be proper, did not recommend any change in the existing port differentials.

The controversy continuing, the Railroad Trunk Line Executive Committee submitted the question to a special Commission of three disinterested persons consisting of Allen G. Thurman, former United States Senator from Ohio, E. B. Washburne, former Congressman for Illinois, and Thomas M. Cooley, then a Judge of the Supreme Court of Michigan, and later the first Chairman of the Interstate Commerce Commission. The report of this Commission, known as the Advisory Commission, issued in July

of 1882, is reproduced as respondent's Exhibit ——, Wit- [fol. 3472] ness Bayliss (AEB-1).

In its report the Advisory Commission found that three factors had emerged as important in the statements it had taken and in the arguments heard. These were—

1. The distance factor—the relative distance from the ports to inland points.
2. The cost of service factor, and
3. The factor of competition, including as one aspect the equalization of ocean-rail rates.

The Advisory Commission found that all three of these factors had importance in the evolution of the differential adjustment and in a determination of its propriety. No change in the differentials established by the agreement of 1877 was recommended. The conclusions of the Commission were as follows:

> "It only remains for us to state that no evidence has been offered before us that the existing differentials are unjust, or that they operate to the prejudice of either of the Atlantic seaport cities. Differential rates have come into existence under the operation of competitive forces; they bear some relation to relative distance and relative cost of service; they recognize as we think the relative advantages of the several seaports; and they are subordinate to the great principle which compels the carriers of property competing between the same points and offering equal facilities to their customers, to make the same rates. We therefore cannot advise their being disturbed.
>
> But we do not assume that the rates which are just today will be just indefinitely. They have become established by the force of circumstances, and they ought to give way if future circumstances shall be such as to render it right and proper. They constitute a temporary arrangement only; equitable, as we think, for the present, but which may become inequitable before the lapse of any considerable time. Whenever they

shall be found to operate unfairly, and to give a force or unnatural direction to trade, and whenever it shall [fol. 3473] appear that they tend to deprive any one of the seaports affected by them of the proportion of business that would naturally come to it under the operation of normal competition, the want of equity in the rates will appear, and it will be right to modify, or, perhaps, abolish them."

The report of the Advisory Commission had the desired stabilizing effect on the railroad port rate structure and the differentials have been an integral part of the adjustment since that time.

The report apparently satisfied the commercial interests interested in the port rates for some time also, for it was not until 1898, eleven years after the formation of the Interstate Commerce Commission, that it was again attacked, this time on complaint of the grain merchants of New York before the Commission. The Commission refused to disturb the differential and dismissed the complaint. *New York Produce Exchange* v. *Baltimore & Ohio Railroad Co. et al*, 7 I.C.C. 612. Since that time the Commission through the years has had the general port differential adjustment before it eleven times on complaint of commercial interests at individual ports. The complainants sought variously to have either the differentials eliminated—or widened—depending upon the port represented. In each of these instances the Commission approved the differential adjustment and dismissed the complaint. In all of them the railroads serving all of the ports united in defending the differential adjustment as proper and lawful. Reference to these proceedings is shown at page 1 of my Exhibit —— MLM-1.

[fol. 3474] In 1889, the carriers voluntarily reduced the differentials on export grain by half of their former amount—the so-called split differential—so that the export grain rates to Baltimore became 1.5 cents less than to New York, and to Philadelphia 1 cent less than to New York. Boston and Portland, Maine were accorded the same rates as New York. The rates to Montreal were made the same

as to Philadelphia, and Norfolk and Newport News (Hampton Roads) rates became the same as those at Baltimore. The reasons for this action of the carriers are stated by the Commission as partly to satisfy the complaints of New York interests, and partly motivated by competition of Gulf ports. *In the Matter of Relative Rates Upon Export and Domestic Traffic in Grain and Grain Products,* 8 I.C.C. 214, 228.

The differentials on flour were reduced in 1905 by the carriers, becoming 2 cents less to Baltimore and 1 cent less to Philadelphia than to New York, following a recommendation by the Commission, in the proceeding captioned, *In the Matter of Differential Rates,* 11 I.C.C. 13, based on the close similarity of the flour movement to that of grain.

From the inception of the 1877 agreement until 1930, the differential adjustment applied on all traffic, domestic as well as import-export. However, in 1931 pursuant to the decision of the Commission in Docket 15879 *Eastern Class-Rate Investigation,* 164 I.C.C. 314, a new basis of class rates throughout all of Official Territory was prescribed based essentially on distance. Thus the differentials were [fol. 3475] no longer applicable to domestic traffic and the differences in the domestic rates from and to Baltimore and differential territory became a greater amount in most instances under New York than provided by the port differentials, reflecting directly its shorter distances to that territory.

Prior to this time the export and import class rates to and from New York, Philadelphia and Baltimore were in many instances on the same level as the domestic rates to and from the respective ports with the New York rate generally considered to be the base rate and the Baltimore and Philadelphia rates made by subtracting the established differential from the New York rate. The new scale of domestic class rates was generally lower than the existing port rates. Therefore the carriers published new import and export rates using in most instances the newly prescribed domestic class rate to and from Baltimore as the base rate and adding the differential thereto to arrive at the Philadelphia and New York rates. In instances where that method resulted in rates from or to any of the ports

higher than the maximum rates prescribed on domestic traffic from any of the ports in Docket 15879, the rates from or to that port were used as the base rate and the other ports related thereto by the established differentials. The result was that in most instances the rates from and to Baltimore were the same as its domestic class rates, whereas the rates from and to New York were less than [fol. 3476] the Commission prescribed domestic basis. This system of making the import-export class rates continues essentially to the present time.

In 1936, the port of Albany sought recognition in the port differential rate adjustment. In *Albany Port District Commission* v. *Ahnapee & Western Ry. Co. et al.*, 219 I.C.C. 151 the Commission prescribed import-export rates between Albany and differential territory on the same basis as the Philadelphia rates—a one cent differential under New York—on the ground in large part, if not entirely, that the distances to that port were approximately the same as to Philadelphia.

[fol. 3477] *The Class Rates*

Pages 2-4 of my Exhibit —— MLM-1 comprise a statement showing a comparison of present import and export class rates, with the proposed import and export class rates under suspension in this proceeding, and with the present domestic class rates (I.C.C. Docket 28300, Class Rate Investigation 1939), between New York, N.Y., Boston, Mass., Philadelphia, Pa., and Baltimore, Md., and representative points located in differential territory. Subsequent pages of my Exhibit will also show typical examples of present import and export commodity rates compared with the rates proposed in this proceeding.

Pages 5-7 (Exhibit —— MLM-1) comprise a statement showing the differences in the Docket 28300 class rates applicable on domestic traffic between Baltimore, New York and Boston and representative points in differential territory. At sixth class (Class 27½), for example, the differences in the domestic class rates, New York over Baltimore, range from zero at points in the relatively small

northern Michigan portion of differential territory to 10 and 15 cents per 100 pounds at representative points located in Ohio, Indiana, Illinois and West Virginia. Even at Erie, Pa., the difference, New York over Baltimore, is 6 cents per 100 pounds.

There are only 6 base points out of a total of 310 such points at any of the classes where New York has a lower domestic class rate than Baltimore. These are Grayling, Harrisville, Lapeer, Pigeon, Sandusky and West Branch, Mich., all of them relatively unimportant from a volume of traffic standpoint. Comparing Boston with Baltimore, the [fol. 3478] difference in rates in favor of Baltimore is, of course, considerably greater. All of these rate differences from Boston, and in the great majority of the instances from New York, are considerably in excess of the recognized port differentials on import-export traffic of 3 cents per 100 pounds at sixth class (Class 27½), Baltimore under New York.

Thus had the import-export class rate relationships, Baltimore, with the ports New York and north, been made on the same basis as the present domestic Docket 28300 class rates, Baltimore would be entitled to, and have, rate differences under New York greatly in excess of the port differentials.

The statement shows that the import-export rates from New York and Boston are at a relatively lower level, distance considered—in almost all instances at a considerably lower relative level—than are the rates to Baltimore. It also shows the extent, reflected in modern rates, to which Baltimore has sacrificed recognition of its geographic advantage of location in agreeing to, and adhering to, the port differential adjustment established by the agreement of 1877.

The statement at pages 8-9 (Exhibit —— MLM-1) shows the differences reflected in Docket 15879 Class 27½ rates between New York, Baltimore, and representative points in Central territory. The class rates as shown include the rates as they would be including the Ex Parte 196 increases. Here too the differences in rates at Class 27½ (Sixth Class level) range from zero at points in Michigan

to as high as 11 cents in Illinois and Indiana; 10 cents at [fol. 3479] St. Louis, Mo.; 13 cents at Cincinnati, Ohio; and 15 cents at Charleston, W.Va., all New York over Baltimore. These differences compare with the port differentials of 3 cents per 100 pounds, New York over Baltimore, at Class 27½. The comparison with the Docket 15879 domestic class rates is shown because, as I mentioned previously, the import-export class rates are based on the Docket 15879 level of rates.

Page 10 (Exhibit —— MLM-1), which I mentioned previously, is a map of the northeastern United States showing the boundaries of differential territory. It also shows the area in differential territory where the domestic Docket 28300 Sixth Class rates (Class 27½) applicable from and to New York exceed by 3 cents or more per 100 pounds, Sixth Class rates applicable between Baltimore and the same points. The black figures shown on the map at the points circled are the differences in favor of Baltimore compared with New York at these Sixth Class rates, i.e. at Cincinnati, Ohio, the Sixth Class difference, Baltimore under New York, is 15 cents per 100 pounds. Thus under the Docket 28300 class rate adjustment, the difference in rates to most of differential territory, Baltimore under New York, at the relatively low Sixth Class level, exceeds 3 cents per 100 pounds. The territory, to which rates under the Docket 28300 formula reflect differences of 3 cents or less is limited to a portion of Michigan and Wisconsin.

The territory to which the port differential rates reflect less than a direct recognition of Baltimore's natural advantage of location compared with New York, comprises [fol. 3480] slightly over 80% of differential territory. It also includes slightly over 80% of the total manufacturing activity in differential territory stated both in terms of value and number of establishments, and approximately 82% of the total population in differential territory. The detail of this comparison compiled from the 1950 census of population, and the preliminary reports on the 1954 census of Manufactures, both published by the United States Department of Commerce, Bureau of Census, is as follows:

ALLOCATION OF THE 1950 CENSUS OF POPULATION AND THE 1954 PRELIMINARY CENSUS OF MANUFACTURES TO THE DIFFERENTIAL TERRITORY AREA

Territory	1950 Population	1954 CENSUS OF MANUFACTURES: Number of Establishments	Number of Employes	Value Added to Mfg. ($1000)	Area Square Miles
Total Differential	35,545,875	65,169	5,200,501	42,661,689	222,280
Area where Class 27½ domestic rate differences more than 3 cents New York over Baltimore	29,267,747	52,311	4,189,766	34,192,694	178,956
Percentage Line 2 of Line 1	82.33	80.26	80.56	80.14	80.51

Pages 11-15 (Exhibit —— MLM-1) comprise a statement showing, by states, the I.C.C. Docket 28300 class rate base points in differential territory and the short line miles between these base points and the ports of Baltimore, Philadelphia, New York and Boston.

[fol. 3481] The statement also shows the average of the distances between the class rate base points within each state and the north Atlantic ports indicated. The average of the distance was obtained by dividing the total base point miles by the number of base points.

The average distances from the base points within each state to New York and Boston are in every instance greater —in almost every case substantially greater—than the average distances to Baltimore. The average differences in distance to New York and Boston over Baltimore by states, and the average difference from the whole of differential

territory computed from the data on pages 11-15 of my Exhibit ——, (MLM-1) are as follows:

STATES	Average Greater Distance Than to Baltimore — Short Line Miles to New York	to Boston
Illinois	141.9	251.6
Indiana	148.2	274.7
Iowa	128.9	216.6
Kentucky	179.3	387.8
Michigan	28.4	100.0
Missouri	147.7	267.4
New York	42.0	135.0
Ohio	134.5	289.6
Pennsylvania	83.8	243.3
West Virginia	167.7	394.7
Wisconsin	43.2	114.8
Average—All of Differential territory	106.6	223.3

[fol. 3482] The statement at pages 16-17 (Exhibit ——, MLM-1) shows by differential-territory states the average class rates and the average spread in such rates, New York and Boston over Baltimore, which would be applicable if the import-export class rates had been made on the same level and based on the same theory as the Docket 28300 domestic class rates. The spread in rates for all classes would be greater in every instance—substantially greater—from and to Boston, over Baltimore, than the 3 cent port differential. The same would be true at New York over Baltimore except to Michigan at classes 20 and 13 where the indicated spread shown in the exhibit is 2 cents, New

York over Baltimore, and at classes 35, 27½, 20 and 13 to Wisconsin where the indicated spread is also 2 cents, except at class 13, where the spread would be 1 cent, New York over Baltimore. To all of differential territory the average spread in rates, New York and Boston over Baltimore, for the several classes compared with the port differentials would be as follows:

	Spread over Baltimore							
	Classes							
	100	85	70	50	35	27½	20	13
Differentials								
Eastbound	3	3	3	3	3	3	3	3
Westbound	8	8	3	3	3	3	3	3
All-Points Differential Territory—28300 basis								
New York	37	31	26	18	13	10	8	5
Boston	62	53	43	31	22	17	13	8

[fol. 3483] *Commodity Rates*

Pages 18-42 (Exhibit ——, MLM-1) are a series of statements which show:

a. Export and import commodity rates, including the Ex Parte 196 increases, between representative origins in differential territory and the ports of Baltimore, New York and Boston reflecting the port differentials.

b. The relationship that the rates to Baltimore bears to the first class rate, and

c. The indicated rates to the three ports, and the differences in these rates, if the New York and Boston export and import rates had been made the same relation to first class as the Baltimore rate.

In every instance, if these commodity rates from and to New York and Boston had been made on the same basis as the rates from and to Baltimore—same relationship to

first class—the New York and Boston rates would be higher than they are under the port differential adjustment, indicating the relatively lower level of the export and import commodity rates to New York and Boston than from and to Baltimore.

The commodities used in these statements were selected by reference to the traffic study prepared by protestants (Exhibit ——, MLM-2) which study I will discuss at a [fol. 3484] later point in my testimony. There is a substantial movement of all of them between differential territory and the north Atlantic ports.

Pages 43-48 (Exhibit ——, MLM-1) comprise a statement showing the average rates and the average spread in rates, New York and Boston over Baltimore, between those ports and states in differential territory which would be applicable if import-export rates to and from the several ports were made on the same basis as well established and important commodity rate scales applicable on domestic traffic. Here too, in almost every instance, the spread, New York and Boston over Baltimore, would be substantially greater than the port differentials, and again, this time measured by domestic commodity rate scales, illustrates the extent to which direct recognition of Baltimore's natural advantage of location in relation to differential territory has been sacrificed to the advantage of the ports of New York and Boston under the port differential adjustment.

Pages 49-57 (Exhibit ——, MLM-1) comprise a statement of the shortest tariff routes, westbound (import), which permits the origin line its longest haul, for the origin lines serving the ports of Baltimore, Boston, New York and Philadelphia to representative destinations in differential territory.

It is the general practice for all railroads to favor movement of freight which they originate—and to actively solicit such movement—via routes which will give said origin line its longest haul. So I have followed that principle [fol. 3485] in selecting the tariff routes shown in this statement as being the routes which should, under ordinary circumstances at least, move the great bulk of the import traffic from the several ports. For example, the long haul

of the DL&W from New York to differential territory is through Buffalo, N.Y. Therefore, the DL&W routes are all shown through Buffalo, with the shortest published route via connections from Buffalo to destinations. Of course, if an origin line reaches the destination with its own lines that route is shown.

The routes shown are not necessarily the absolute shortest published route, nor are they by far the longest published route over which it is possible to move import traffic from the ports. There are a great number of individual routes available between the ports and individual destinations, in some instances, and to very important destinations, literally several hundred different routes. A great many of these routes are completely unrealistic because of their circuity and thus it is highly unlikely that there would be any movement of import traffic to speak of over them. The long routes shown in Exhibit ——, Witness Laux (Exhibit J) fall into this latter category.

In the case of the route distances shown from New York, 10 miles has been added uniformly to the distance from the rail terminal over each of the routes shown to reflect the further movement via lighter within the free lighterage district at New York. The 10 miles is the same as the provision made by the Commission in Appendix K of [fol. 3486] its decision in Docket 15879, Eastern Class Rate Investigation.

The distances from the other ports are from the individual pier stations of the origin railroads.

The destinations shown are all important shipping and receiving points for import-export traffic, or are important interterritorial gateways. The destinations shown considered collectively are also representative of the relative geographic location of the several ports to the whole of differential territory. Thus, Erie, Pittsburgh, Pa., Charleston and Kenova, W.Va., cover the eastern boundary of differential territory north to south. Then moving westward, points located roughly on a parallel line north to south are shown. The second "parallel" points are Cleveland, Akron and Marietta; the third, Sandusky, Columbus and Chillicothe; the fourth starts with Port Huron, Mich-

igan on the north and includes Detroit, Michigan, Toledo and Cincinnati, Ohio. There follows Grand Rapids, Mich., Fort Wayne, Ind., Indianapolis, Ind., and Louisville, Ky.; then Chicago, Peoria, and Springfield, Ill. Finally on the western boundary of differential territory the gateway stations of Dubuque, Ia., St. Louis, Mo., and Cairo, Ill., are shown.

The statement at pages 58-68 (Exhibit ——, MLM-1) shows routes eastbound (export) from differential territory points to the ports of Baltimore, Boston, New York and Philadelphia. It was compiled in the same way and based on the same principles as those described for the preceding statement of westbound routes. The differences in distance between eastbound and westbound routes from [fol. 3487] and to individual differential territory points and the same port is occasioned by the fact that the origin carriers are in many instances different and the routes shown are predicated upon giving each origin line its longest haul.

Pages 69-158 (Exhibit ——, MLM-1) are a series of statements showing commodity rates, present and proposed, from the ports of Baltimore, Philadelphia, New York and Boston on a number of commodities which the traffic studies of both protestant and respondent railroads show are imported and/or exported in substantial volume through the north Atlantic ports. These destinations also were selected during the course of and by reference to protestant railroads traffic study (Exhibit ——, MLM-2).

The statements show per car revenues, and also car-mile and ton-mile earnings based on short-line miles (Docket 28300 class-rate miles), and via the shortest working route which gives an origin carrier its longest haul, and via the longest of all such short working routes which give an origin line its longest haul, and via the average of all the short working routes which give the origin carriers their longest haul. These routes and distances are as shown on pages 49-68 (Exhibit ——, MLM-1) described previously.

After these statements had been prepared it was discovered that the captions did not accurately describe their content with respect to the routes over which the earnings

are shown. A properly descriptive caption for all of these statements therefore has been inserted at pages 69 and 116 (Exhibit ——, MLM-1) preceding the individual import [fol. 3488] commodity-rate statements, and the export commodity-rate statements respectively. The proper caption for all of the statements appearing at page 70 through page 158 (Exhibit ——, MLM-1) is as follows:

> "Statement showing representative rates, present and proposed on export, (import) (name of commodity), from (point) to (point) and earnings on basis of (a) short line distances, I.C.C. Docket 28300, Class Rate Miles and Distances via (b) the short working route of the short-haul origin carrier (enabling protection of its long haul); (c) the short working route of the long-haul origin carrier (enabling protection of its long haul); and (d) the average of such routes (enabling each origin carrier to protect its long haul).

The reference notes 1, 2, and 3, at the end of individual commodity statement and at the end of the series of statements, refer to the routes described in (b), (c), and (d) respectively in the caption as corrected.

The Commission in its decision in Ex Parte 206 of August 26, 1957 directed that the import, export, intercoastal, and coastwise rates were to be quickly adjusted to restore recognized port relationships which had been disrupted by the application of general rate increases. The carriers have acted under this direction and the tariffs to carry it out will be filed very shortly, probably before the first oral hearing in this proceeding on November 18, 1957. Therefore, the rates shown in column four of each of these statements under the caption "present rates" are adjusted to reflect the basic normal north Atlantic port differentials, and are the rates which will be published in the aforementioned tariffs. The rates shown in column 8 under the [fol. 3489] caption "proposed rates", from New York and Boston are the same rates as will be applicable from Baltimore under these new tariffs, and from Baltimore and Philadelphia proposed rates which reflect the normal port

differential under the proposed reduced rates from New York are shown.

The earnings shown are based on the average load of certain actual movements through one or more of the ports of Baltimore, Philadelphia and New York. The average weight per car and the basis for its computation are shown by note in the statement dealing with each commodity. The number of cars and the tons shown are not necessarily the total movement of that commodity through any or all of the ports mentioned for the period indicated, since the basic "loading" data for these exhibits was taken from the traffic study (Exhibit ——, MLM-2) before that study had been completed.

[fol. 3490] *Traffic Study and Analyses*

My Exhibit MLM-2 is a traffic study for the calendar years 1955 and 1956, and for the twelve month period August 1, 1955 to July 31, 1956 inclusive. The study covers export and import traffic, other than coal, coke (the direct product of coal) and iron ore:

a. Through the port of Baltimore moving via the Baltimore and Ohio, Pennsylvania and Western Maryland railroads;

b. Through the port of Philadelphia moving via the Baltimore and Ohio, Pennsylvania and Reading Railroads;

c. Through the port of Hampton Roads (Norfolk-Newport News) moving via the Chesapeake and Ohio, Norfolk and Western, Virginian, and Pennsylvania Railroads;

d. Through the port of New York moving via the Baltimore and Ohio, Central Railroad of New Jersey, and the Pennsylvania Railroads.

Thus the study includes all rail movements (except as noted above) of import-export traffic through the ports of Baltimore and Philadelphia. In the case of Hampton Roads it does not include import-export traffic originated or terminated at Norfolk by southern territory railroads

(Southern, Atlantic Coast Line, Seaboard, etc.). These roads do not serve differential territory and therefore are not parties to this proceeding.

[fol. 3491] The study *does not include* all of the import-export rail traffic through New York, but only the traffic moving via the three railroads mentioned, the Baltimore and Ohio, Pennsylvania and the Central Railroad of New Jersey. The other railroads serving New York are the respondents here which seek to establish rates from and to that port the same as from Baltimore, and therefore their records were not available to the protestants. The Central Railroad of New Jersey did not publish the reduced rates from New York and therefore, it is not a party to this proceeding; but it did make its import-export tonnage records available to protestants in order that an attempt might be made to show the complete tonnage through New York, in the event it were possible to do so, by combining studies prepared by the respondent New York railroads and by the protestant railroads.

As shown in the index, the study is arranged by ports to show first the import traffic, by separate statement, for each of the three periods indicated. Then follows detail of the export traffic using the same format. The totals for each port of each period are shown at the conclusion of each of the component statements. A summary of the totals for each port for each period, separated between import and export traffic is shown at page 1 of the Exhibit ——, (MLM-2).

[fol. 3492] The detail of the study, starting at page 2 Exhibit ——, (MLM-2), is classified by commodity in accordance with the Freight Commodity Statistics Classification, issued by the AAR, 1954 edition.

The United States and Canadian destinations or origins of import and export traffic, respectively, via the several ports, and via the railroads mentioned previously, is divided into five territorial categories specifically defined at page "a" (Exhibit ——, MLM-2) immediately preceding page 1. These five territorial divisions are:

1. Differential territory
2. Western Trunk Line territory

3. Port area
4. Trunk line and New England territory
5. Other territories

These five categories together include all of the United States and Canada.

Respondents' tariffs under suspension here, in terms, cover those rates from and to differential territory published specifically as import-export rates. However, a very substantial volume of differential territory traffic actually imported or exported moves under rates which are published as unrestricted domestic commodity rates but which conform to the port differential relationship. An example of this are the rates on chrome and manganese ores which are published as domestic rates, but obviously movement of these ores from the north Atlantic ports involves an imported commodity. Other examples are sugar, alcohol, [fol. 3493] crude rubber, and starch. If the respondents are permitted to maintain and enforce the same rate from New York as from Baltimore on the commodities covered by the import-export rates under suspension here there is not the slightest doubt, in my opinion, that they will quickly attempt to extend the same relationship to domestic rates under which commodities shown in the traffic studies moved for import or export. This then is the total traffic actually involved by the attempt of the respondents to eliminate the port differentials. It is for this reason protestants' traffic study is based on the fact of actual importation or exportation as far as that could be determined. There are undoubtedly other tonnages of various commodities imported or exported which undergo rail movement, but which protestants could not specifically identify as import-export traffic because they are delivered or received at port city warehouses, distributors, etc. This would be particularly true at New York because of the numbers of import-export dealers, and U.S. industry export-import managers located at New York, whereas the other ports have little or no such representation.

The facts that there are many important unrestricted domestic commodity rates to the north Atlantic port cities

which reflect the port differentials, and that there is a substantial movement of import-export traffic under them, points up the serious collateral effect the proposed rate relationship which respondents seek to establish could have on the general domestic rate adjustments to the port cities. [fol. 3494] Anyone familiar with the railroad industry knows the intense pressures which would be thus generated seeking reductions in the domestic rates even for purely domestic movements.

The study shows Western Trunk Line territory as a separate category. Almost all, if not all, the import-export traffic to the north Atlantic ports from this territory moves under rates which reflect the port differentials. A large part of this traffic moves under combination rates made over official territory western gateways. These combination rates, of course, reflect the differentials. There are also numerous joint rates from Western Trunk Line territory to the north Atlantic port cities which reflect the port differentials. These joint rates were not reduced by the suspended tariffs, but here again if the respondents proposed rate relationship is approved, there is no doubt in my mind that these joint rates from Western Trunk Line territory will be quickly reduced. The official territory factor of the import-export combination rates from Western Trunk Line territory are, of course, covered by the suspended tariffs.

Coastwise and intercoastal traffic through the north Atlantic ports also moves under the port differentials. Reductions in these rates to New York would surely follow approval of the proposed reduction in the import-export rates to New York.

The respondent railroads serving New York have submitted a study of import-export traffic moving via their lines between the port of New York and differential territory for the 12-month period August 1, 1955, through July 31, 1956 (Witness Crookshank, Exhibit ——, AJC-13). [fol. 3495] By combining the results of that study, with that of the study for the same period, of the protestant railroads, serving New York (pages 33-40, 97-101—Ex. ——, MLM-2), it is possible to show the total import-export rail traffic (with the exceptions noted previously) between New York and differential territory for the period indicated.

Pages 1-6 of my Exhibit ——, (MLM-3) show a comparison of the total import and export rail traffic between New York and differential territory so compiled for the period August 1, 1955, through July 31, 1956, with the import and export traffic between Baltimore and differential territory for the same period. The commodity classification is as stated in the Freight Commodity Statistics Classification, issued by the AAR, 1954 edition. Sub-totals are shown for each of the five commodity groups in that classification and the total of all groups is also shown.

The export movement of grain (Commodity Classifications 1, 3, 7, and 9) through Baltimore shown in this comparison, and in protestant's basic traffic study (Ex. ——, MLM-2), as moving from differential territory contains a substantial volume of grain which actually originated in Western Trunk Line territory. This was done because grain moves from Western Trunk Line territory almost entirely on combination rates. It was, therefore, very difficult to determine from the records available to protestants the exact origin of the grain. Since the grain moves on rates which reflect the port differentials, protestants allocated this grain to differential territory. However, since the study made by the respondent New York railroads was confined only to differential territory, it is likely that grain originating in Western Trunk Line territory moving [fol. 3496] through New York was excluded from respondents' study even though the grain did move on differential rates which rates moreover are included in the suspended tariffs. If my assumption with respect to the New York study is correct, the grain tonnages shown in commodity classifications 1, 3, 7, and 9 for Baltimore at page 1 of my Exhibit ——, MLM-3 are overstated for comparison purposes with relation to the tonnages shown as moving through New York.

The Car Service Division of the Association of American Railroads publishes a report of the number of cars of export freight unloaded at the various ports each year (P. T. Report 6-A). The report is compiled from data submitted by each of the port railroads. It shows number of cars only—not the weight of the lading. It is not segregated by commodity except that grain unloadings are shown

separately and the report excludes coal and coke. No comparable record is maintained for import traffic.

Page 7 of my Exhibit ——, (MLM-3) is a statement compiled from this AAR report showing the number of cars of export traffic, excluding grain (and, of course, coal and coke) unloaded at the ports of New York and Baltimore for the years 1939 through 1956. It shows also for each year the increase over 1939, the first year for which the report was issued, in the number of cars unloaded, and the average increase in cars unloaded each year at the two ports for the 18-year period.

[fol. 3497] Page 8 (Exhibit ——, MLM-3) is a statement taken from the same source as the preceding exhibit which shows the percentage relationship the number of cars of export traffic, except coal, coke and grain, unloaded at Baltimore bears to the number unloaded at New York each year for the period 1939 through 1956, and the average for the entire period.

Page 9 is a statement from the same AAR report showing the export carloads of grain unloaded at the several north Atlantic ports for the years 1936 to 1956, and for the first nine months of 1957, together with the percentage relationship which the unloadings at each port bears to the total unloadings at all north Atlantic ports.

As I mentioned previously, the traffic study submitted by the respondent railroads includes only import and export traffic moving via their lines between differential territory and New York, and it was stated there only by the number of tons—not by number of cars. Respondents did not show the movement between other territories and New York. On the other hand, the protestant railroads showed the movement via their line, in terms of both cars and tons, of all import-export traffic between all points in the United States and Canada and the north Atlantic ports which they serve. The AAR report, also previously discussed, shows the number of cars of export freight unloaded at the several ports from all points.

[fol. 3498] It is possible by using these three sources to estimate the entire movement of export traffic by cars through the port of New York for the period August 1, 1955, to July 31, 1956. I have made such an estimate, and

the results together with an outline of the steps taken in making the estimate are shown on pages 10-11, of my Exhibit ——, MLM-3.

The average carload of all export traffic, except grain, through the port of New York which moved via the Baltimore and Ohio, Pennsylvania, and Central Railroad of New Jersey during the period mentioned above was 27.85 tons, and the average load for grain moving to New York by these three lines was 52.51 tons. If these averages are applied to the tons of traffic, except grain, and to tons of grain, reported by the respondent railroads from differential territory the result is a total movement of 56,272 cars from differential territory to New York via the respondent railroads. If this movement is added to the 54,125 cars reported by the protestant railroads in their study as moving via their lines to New York from all territories, the total number of cars of export freight to New York, specifically accounted for by the traffic studies, is 110,497 cars. The AAR report shows the total movement of export freight to New York from all territories during the period was 196,355. If the total of 110,497 cars from differential territory is subtracted from the 196,355 cars reported by the AAR, the result is a movement through New York of 85,858 cars of export freight via the respondent rail- [fol. 3499] roads alone from all points *other than those in differential territory.*

The total movement by rail of export freight, including grain, to New York during the period August 1, 1955, to July 31, 1956, of 196,355 cars was almost 100,000 cars greater than the total movement to Baltimore of 96,720 cars from all territories (Page 10, Exhibit ——, MLM-3). And the estimated export movement to New York via the respondent lines alone from territories other than differential territory, which respondents did not include in their traffic study, totaled 85,858 cars, or only approximately 11,000 cars less than the total rail export movement to Baltimore from all territories.

The same estimate can not be made for total import traffic through New York since there is no report of total import cars loaded at the several ports similar to that maintained for export traffic.

Page 12 of my Exhibit ——, (MLM-3) is a comparison of the movement of rail export traffic by tons through Baltimore and New York for the period August 1, 1955, to July 31, 1956. The comparison shows separately the movement from differential territory, and that from all other territories combined, together with the total movement from all territories. The total rail movement of export traffic through New York from all territories was 5,796,295 tons, whereas that through Baltimore was approximately 1,200,000 tons less, or 4,599,168 tons. If grain is eliminated from the totals, the resultant movement of all other export traffic is 5,098,544 tons through New York and only 1,638,863 [fol. 3500] tons through Baltimore, or a greater movement through New York of almost 3,500,000 tons.

The export tonnages shown in the statement as moving through Baltimore are all as reported in protestant's basic traffic study (Exhibit ——, MLM-2). The tonnages through New York from differential territory are the total reported in respondents' and protestants' traffic studies. The movement through New York "from all other territories" via the protestant railroads is also as shown in protestants' traffic study. The movement via the respondent railroads to New York is estimated by use of the method used and described for my statement at pages 10-11 (Exhibit ——, MLM-3). That statement shows the total projected number of cars of export traffic via respondent lines to New York from all territories other than differential territory to be 85,858 cars. The AAR report of export unloadings is divided into grain unloadings, and all other traffic. If the number of cars of "grain" and "all other traffic" accounted for in the traffic studies is subtracted from the total cars shown for each category by the AAR reports, the total of 85,858 cars to New York from all territories other than differential territory breaks down as follows:

7,805 cars of grain
78,053 cars of other traffic

85,858 cars

The average loading of 52.5 tons per car for grain and 27.85 tons for all traffic computed in the preceding state-

[fol. 3501] ment (page 11, Exhibit ——, MLM-3) is then applied to the number of cars shown above to obtain the estimated tonnage of rail export traffic moving through New York from all territories, other than differential territory via the respondent railroads as shown in my statement at page 12 (Exhibit ——, MLM-3).

Page 13 of my Exhibit ——, MLM-3 is a comparison of the import traffic through Baltimore and New York to differential territory. The comparison is shown in total tons, and separately for bulk ores (Chrome, Manganese, Zinc, Aluminum ores and small quantities of other ores such as zircon, etc.) and all other commodities. The statement also shows by the same categories the rail import movement from Baltimore to all territories other than differential territory and then the total for all territories. The movement from New York via the protestant railroads to territories other than differential territory and to all territories is also shown, but the import movement via the respondent railroads to territories other than differential territory, as mentioned previously, was not included in respondents' traffic study and cannot be protected as it is possible to do in the case of export traffic. Therefore, of course, the tonnages shown by my statement in the categories "to all other territories" and "to all territories" from New York is not by any means the total import rail traffic from New York.

Despite its rate differential from and to differential territory, Baltimore through the years has not been successful [fol. 3502] in competing with New York for the general range of import-export commodities—general cargo traffic. As is shown by every tonnage statement submitted in this proceeding purporting to show total movements—whether it be all general cargo, or just that moving by rail—New York's general cargo tonnage far outstrips that of Baltimore. Baltimore therefore has had to rely on specialized movements—movements which require and/or are attracted by specialized loading or unloading facilities or arrangements. And the railroads serving Baltimore have undertaken to supply such facilities to build up their traffic and that of the port.

A case in point is export grain. During the years 1915 to 1924 the railroads serving Baltimore constructed three

modern grain elevators with a total storage capacity of 11,550,000 bushels which had been increased to 13,050,000 bushels by 1956, and in conjunction therewith provided, collectively, berths for at least eight ocean vessels which could be loaded simultaneously directly from the elevators. All of these elevators are equipped with high capacity loading, unloading, drying and cleaning facilities, and there are extensive high speed bagging facilities.

The heavy investments in these facilities were made in the face of knowledge that New York exported substantially more grain than did Baltimore. This leadership of New York continued through the years despite Baltimore's extensive facilities and despite Baltimore's rate differential. [fol. 3503] As is shown by the statement at pages 14-16 of my Exhibit ——, MLM-3, New York exported more grain than Baltimore in every year from 1900 through 1943, except in 1910 and 1940.

The continued supremacy of New York during this period is attributable in important part to two factors.

1. A substantial portion of the grain moved in parcel lots. It moved in ships in liner service, and New York had and has overwhelmingly more extensive and more frequent liner service than Baltimore, or any of the other north Atlantic ports. Moreover, very importantly, New York had and has most of the direct ship service to foreign points.

2. Most of the grain exporters were and are still located in New York. If they use another port for export they must either maintain an office and force at such port, or pay a forwarder's fee, for the processing of documents incident to the shipment. This forwarding fee is now ¼ cent per bushel and amounts per cwt. to .416 cents on wheat (60 lbs. per bu.); .446 cents on corn (56 lbs. per bu.); .521 cents on barley (48 lbs. per bu.); and .781 cents on oats (32 lbs. per bu.).

At the end of World War II exportation of United States grain increased enormously and it has remained high ever since. Great quantities of grain were shipped by the United States government and its agencies for the relief of war

[fol. 3504] devastated areas and under its economic rehabilitation programs. The government had virtual, if not absolute, control of grain exports. Because of the great increase in the exportation of grain, storage capacity became of paramount importance. The Commodity Credit Corporation stored grain wherever they could find space. They built portable storage bins for use in open fields and even stored grain in tents and in airplane hangars. Under these circumstances the storage facilities coupled with the high capacity handling facilities of the Baltimore elevators became extremely important, and they of course attracted grain. Because of the increased volume, export grain began to move more and more in full-cargo lots, which circumstance also made Baltimore's storage facilities important as a means of accumulating the necessary tonnage for full cargos. This factor also made the direct rail-car-to-elevator unloading facilities and the direct elevator-to-ship loading facilities at Baltimore more attractive to both exporter and ship operator.

On the other hand, even though New York led in the exportation of grain in almost every year prior to World War II, their elevator storage capacity and facilities dwindled from 10,750,000 bushels in 1905 until collectively at the present time the three elevators at New York provide a storage capacity of 4,500,000 bushels. The Erie Railroad elevator burned and was not replaced. The Lehigh Valley [fol. 3505] Railroad elevator is small with very limited storage capacity and vessels cannot berth there. The New York Port Authority elevator has no direct rail connection. And for many years larger ships could not dock at the elevator of the New York Central Railroad because of silting of the pier channel. The New York facilities were not as large or as efficient as those at Baltimore to handle the changed demands of the post World War II export grain trade, so Baltimore's tonnages forged ahead.

Then too, a 13,500,000 bushel capacity elevator was constructed at Albany in 1932. The existence of this export facility, receiving both rail grain and grain from the New York state barge canal, had its effect on the relative distribution of export grain among the north Atlantic ports through the years.

But important changes are taking place in the economics of the export grain trade. Commercial operators are beginning to regain increasing importance. Parcel lot shipments, which, for the reasons mentioned previously, New York is particularly well adapted to handle, are increasing. And a new development has occurred. Large grain exporters have leased elevators at the ports of Boston and Norfolk and also operate elevators at Albany. The Norfolk elevator, previously railroad operated, was leased to a private operator in 1952, and in 1955 the railroad elevators at Boston were also leased to private operators. In July of 1957 a new elevator owned and operated by a grain dealer started operations at Norfolk.

A substantial portion of the grain loaded at New York is put aboard the vessel from grain lighters by means of [fol. 3506] floating elevators. This is an advantageous way for a vessel to take on parcel lots of grain, for the grain loading can be accomplished while the vessel is docked at a general cargo pier to receive other cargo. Steamship lines at New York have recently adopted the practice of allowing the shipper a discount of 50 cents per ton off the ocean rate if the grain is loaded by means of lighter and floating elevator while the ship is docked at a general cargo pier. This allowance of 50 cents per ton amounts, of course, to 2.5 cents per cwt.

The Commodity Credit Corporation of the Department of Agriculture, beginning in early 1957 has charged the same price for grain delivered on track at any of the north Atlantic ports, Hampton Roads and north despite differences in rail freight rates.

The combined results of these changed and changing circumstances has had important effect on Baltimore's grain traffic. As is shown at pages 15-16 of my Exhibit ——, MLM-3, Baltimore's proportion of the export grain shipped through north Atlantic ports declined steadily from 47.6% in 1952 to 36.2% in 1956, and the trend is still very much in evidence for the first nine months of 1957 showing a further decline to 25.4%. In contrast during the same period, Norfolk's tonnage increased from 5.6% to 19.9% of the total through north Atlantic ports and an immediate and further substantial increase can be expected at that port

because of the new elevator which started operations in July of 1957. Similarly during this same period export [fol. 3507] grain through Boston increased from 5.6% to 14.5% of the total, and New York's share increased from 6.4% to 11.1%.

Baltimore has also made a particular effort to attract the import movement of relatively low grade bulk commodities such as chrome and manganese ores, by providing specialized facilities to handle them. Chrome and manganese ores move in both full cargo lots, and in large "parcel lots" of from 2,000 to 5,000 tons in one ship. The railroads at Baltimore have built three specialized piers with modern, fast and efficient bulk unloading facilities and rail car loading facilities, which permit fast discharge and turnaround of the ocean vessels and quick dispatch of the ores to the consignee. The ore facility of the Canton Railroad was put in operation in 1917; that of the Western Maryland in 1930; and the Baltimore and Ohio facility began operation in 1951. These facilities are all high capacity unloading installations. Their use during 1956, considering all the ore unloaded over them, was very substantially below their maximum unloading capacity.

The specialized bulk facilities were first constructed at Baltimore to handle sulphur and phosphate rock moving in coastwise water service, and for imported chrome and manganese ores. The sulphur and phosphate rock traffic has dwindled to practically nothing. But when the demand for imported ores expanded rapidly after the war, efficient facilities were in existence at Baltimore. This circumstance was very important to Baltimore's success in attract- [fol. 3508] ing import ore traffic.

Another example of a commodity for which the port of Baltimore has made specific adaptations of its facilities is sulphate of ammonia. Almost all of the 218,151 tons of export fertilizer (Commodity No. 539) shown in the traffic study (page 3, Exhibit ——, MLM-3) as moving through Baltimore from differential territory for the period August 1, 1955, through July 31, 1956, consists of that commodity. Sulphate of ammonia moves to the port in bulk in box cars. Approximately 80% of it is bagged at the piers in Balti-

more before export and this operation requires the use of a covered pier. Specialized bagging facilities have been provided at the ports of Baltimore and Hampton Roads for handling sulphate of ammonia. No other north Atlantic port has provided such facilities. Moreover, special bulk loading facilities, apart from the ore facilities discussed above, have been installed to load to vessels the approximately 20% of the sulphate of ammonia which moves overseas in bulk.

The statement at pages 17-19 (Exhibit ——, MLM-3) shows specific movements, and rates, on a variety of commodities to New York for export which moved via the Baltimore and Ohio Railroad from territories other than differential territory at rates higher than the rates to Baltimore. The movements shown occurred in 1955 and 1956 and [fol. 3509] the data was accumulated during the course of protestant's traffic study. No attempt was made to segregate all such movements for the period indicated. The examples shown are merely representative of this character of traffic to New York.

Some of these movements were from relatively distant points such as El Paso and San Antonio, Texas, and from points in the south such as Tallahassee, Fla., and Macon, Ga. Others were literally from Baltimore's own backyard, such as Germantown, Md., Ellicott City, Md., and Georgetown, D.C., including eleven instances where the movement originated in Baltimore itself, but moved to New York for export. All of the shipments shown on the statement were routed for Baltimore and Ohio delivery at New York and therefore had to pass directly through the city of Baltimore to reach New York. For that matter, all traffic between differential territory and New York routed via the Baltimore and Ohio as origin or destination carrier at New York must pass through both Baltimore and Philadelphia.

All the shipments shown on my statement are car load traffic, and in many instances show a substantial volume. For example, there was a movement of 662 cars (12,888 tons) of glass and glassware in 1955 and 1956 from Clarksburg and Fairmont, W.Va. to New York at export rates 6 cents higher than are applicable to Baltimore; 45 cars (644 tons) of tires and tubes moved from Cumberland, Md., to

New York in 1955 at rates 18 cents higher than the rates to Baltimore; and 76 cars (2274 tons) of flour moved from Germantown, Md., and Ellicott City, Md., to New York [fol. 3510] for export in 1955 and 1956 at rates 3 cents and 18 cents higher, respectively, than the rates to Baltimore.

The statement at pages 20-21 (Exhibit ——, MLM-3) is the same in all respects as the one I just described, except that it shows import traffic moving from New York via the Baltimore and Ohio destined to Philadelphia and points south of Philadelphia exclusive of differential territory. Here, too, the import rates through Philadelphia and Baltimore are in every instance lower than those through New York.

Pages 22-25 of my Exhibit ——, MLM-3 are a series of statements showing actual rail movements during 1955 and 1956 of commodities:

1. Imported through New York destined to Baltimore.
2. Imported through New York destined to Philadelphia.
3. Moving from Philadelphia to New York for export.
4. Moving from Baltimore to New York for export.

The total import-export traffic so moving during 1955 and 1956 via the Pennsylvania, Baltimore and Ohio, Reading, and Central Railroad of New Jersey amounted to 4082 cars with combined lading of 122,167 tons.

On pages 26-39 of my Exhibit MLM-3 there is reproduced, in pertinent part, the "Commodity Classification for Shipping Statistics" prepared in 1950 by an interagency government committee for the purpose (as stated in the "introduction" reproduced at page 26 of my Exhibit ——, [fol. 3511] MLM-3) of standardizing the classification of water borne commerce, and it is used by the Maritime Commission, the Bureau of the Census and the Corps of Engineers. The classification also permits a "high degree of comparability with domestic rail shipments which are classified under the I.C.C. Freight Commodity Classification".

My Exhibit ——, (MLM-4) is a reproduction of published statements made by or on behalf of the Port of New York Authority and related port interests which bear upon the superiority of the port of New York and the services it offers.

The exhibit is divided into eight sections, marked by "finding" tabs, each dealing with a phase of New York port services and advantages. The subject matter of each of these sections is indexed on the first page of the exhibit. The material in each section is preceded by a detailed index and is arranged in date order within each section with the earliest material first.

[fol. 3512]

VERIFICATION

City of Baltimore)
) SS
State of Maryland)

M. L. Mollman, being duly sworn, deposes and says that he is the General Freight Agent of The Baltimore and Ohio Railroad and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

M. L. Mollman

Subscribed in my presence and
sworn to before me by the affiant
above named this 17th day of October 1957.

Raymond W. Auld
Notary Public, State of Maryland
My Commission expires May 4, 1959.

SUMMARY OF IMPORT AND EXPORT TONNAGE, OTHER THAN COAL, COKE (THE DIRECT PRODUCT OF COAL) AND IRON ORE (BUT INCLUDING IRON ORE, GROUND) VIA THE PORTS OF NEW YORK, N.Y. (FOR ACCOUNT OF THE BALTIMORE AND OHIO RAILROAD, CENTRAL RAILROAD OF NEW JERSEY, AND PENNSYLVANIA RAILROAD); PHILADELPHIA, PA. (FOR ACCOUNT OF THE BALTIMORE AND OHIO RAILROAD, PENNSYLVANIA RAILROAD AND READING COMPANY); BALTIMORE, MD. (FOR ACCOUNT OF THE BALTIMORE AND OHIO RAILROAD, PENNSYLVANIA RAILROAD AND WESTERN MARYLAND RAILWAY); AND NORFOLK-NEWPORT NEWS, VA. (FOR ACCOUNT OF THE CHESAPEAKE AND OHIO RAILWAY, NORFOLK AND WESTERN RAILWAY, PENNSYLVANIA RAILROAD AND VIRGINIAN RAILWAY).

FOR CALENDAR YEARS OF 1955 AND 1956 AND PERIOD AUGUST 1, 1955 TO JULY 31, 1956, INCLUSIVE.

	DIFFERENTIAL TERRITORY		WESTERN TRUNK LINE TERRITORY		PORT AREA		TRUNK LINE AND NEW ENGLAND TERRITORY		OTHER TERRITORIES		TOTAL	
EXPORT TRAFFIC	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS
Baltimore, Md.												
1955 (Z-1) (1)	57,999	2,756,405	1,445	41,590	6,676	276,626	17,856	871,187	854	37,797	84,830	3,983,605
1956 (Z-1) (2)	62,563	3,018,012	1,750	56,197	6,417	277,798	20,894	1,019,664	633	25,565	92,257	4,397,236
(1) (Z-1) (3)	67,751	3,303,499	1,659	52,527	6,615	281,260	19,238	933,337	735	28,545	95,998	4,599,168
New York, N.Y.												
1955 (Z-1) (4)	26,727	749,720	1,851	44,059	3,459	136,792	16,969	556,483	4,261	102,791	53,267	1,589,845
1956 (Z-1) (5)	26,777	744,814	2,052	47,742	3,309	115,018	16,272	535,757	4,916	105,170	53,326	1,548,501
(1) (Z-1) (6)	27,256	750,696	1,943	46,967	3,651	137,603	16,403	530,323	4,872	104,741	54,125	1,570,330
Philadelphia, Pa.												
1955 (Z-1) (7)	15,458	700,967	1,089	25,813	8,975	382,871	16,902	718,502	407	16,328	42,831	1,844,481
1956 (Z-1) (8)	19,961	971,645	1,109	30,677	7,470	313,288	14,817	635,327	515	20,524	43,872	1,971,461
(1) (Z-1) (9)	17,815	854,809	858	23,088	6,834	277,362	15,207	640,955	362	14,231	41,076	1,810,445
Norfolk-Newport News, Va.												
1955 (Z-1) (10)	25,788	1,179,546	2,067	58,622	716	19,840	4,850	187,931	1,748	46,882	35,169	1,492,821
1956 (Z-1) (11)	22,742	1,030,140	2,271	64,876	1,173	30,018	5,461	229,859	2,706	93,151	34,353	1,448,044
(1) (Z-1) (12)	23,125	1,049,017	2,170	61,596	516	14,457	6,528	291,624	2,411	71,493	34,750	1,448,187
IMPORT TRAFFIC												
Baltimore, Md.												
1955 (Z-1) (13)	27,237	1,312,334	136	3,687	8,929	504,275	18,910	971,239	3,623	151,517	58,835	2,943,052
1956 (Z-1) (14)	32,669	1,624,128	144	4,137	10,810	608,201	20,648	1,036,918	4,713	179,172	68,984	3,452,556
(1) (Z-1) (15)	33,056	1,644,844	116	3,122	10,043	556,873	18,753	896,066	4,959	186,249	66,927	3,287,154
New York, N.Y.												
1955 (Z-1) (16)	10,013	254,416	951	27,612	2,247	84,572	8,197	232,503	2,650	57,019	24,058	656,122
1956 (Z-1) (17)	8,896	228,154	679	17,132	2,651	89,127	10,677	378,283	2,440	57,447	25,343	770,143
(1) (Z-1) (18)	10,071	253,813	848	21,586	2,586	85,654	9,966	315,072	2,723	60,844	26,194	736,969
Philadelphia, Pa.												
1955 (Z-1) (19)	6,966	164,575	200	4,292	8,750	288,486	15,783	685,904	837	27,283	32,536	1,170,540
1956 (Z-1) (20)	6,245	166,749	245	5,298	9,522	337,719	16,364	729,471	2,387	115,094	34,763	1,354,331
(1) (Z-1) (21)	7,175	184,759	245	5,232	10,928	378,095	19,071	870,572	1,815	81,737	39,234	1,520,395
Norfolk-Newport News, Va.												
1955 (Z-1) (22)	7,085	283,918	615	6,214	3,541	93,597	3,503	124,507	2,879	82,628	17,623	590,864
1956 (Z-1) (23)	6,391	231,302	439	6,178	3,475	88,677	2,860	81,191	3,444	103,911	16,609	511,259
(1) (Z-1) (24)	7,524	292,219	649	6,687	3,271	85,364	3,232	97,295	3,732	101,788	18,408	583,353

(1) - Covers Period August 1, 1955 to July 31, 1956 inclusive.

Z-1 (1) to (24) denotes exhibit symbol number.

3513

Z-1

[fol. 3516]

STATEMENT SHOWING BY COMMODITY GROUPS AND IN TONS COMPARISON OF THE TOTAL EXPORT AND IMPORT TRAFFIC ORIGINATING OR TERMINATING IN DIFFERENTIAL TERRITORY AND HANDLED VIA RAIL DURING THE PERIOD AUGUST 1, 1955, THROUGH JULY 31, 1956, THROUGH THE PORTS OF BALTIMORE, MD., AND NEW YORK, N.Y.

NO.	COMMODITY DESCRIPTION	IMPORT NEW YORK, N.Y. TONS	IMPORT BALTIMORE, MD. TONS	EXPORT NEW YORK, N.Y. TONS	EXPORT BALTIMORE, MD. TONS
	GROUP 1: PRODUCTS OF AGRICULTURE (1-199)				
1	Wheat	-	-	117,786	800,237
3	Corn	-	-	66,393	1,243,846
5	Sorghum Grain	33	-	183	-
7	Oats	-	-	11,571	85,487
9	Barley & Rye	-	-	7,310	176,774
11	Rice	-	83	-	-
13	Grain NOS	-	-	751	-
15	Flour Wheat	119	-	40,162	5,794
17	Meal Corn	-	-	2,074	-
19	Flour, Edible NOS	1,448	205	20,410	-
21	Cereal Food Preparations NOS	-	-	3,013	173
23	Mill Products NOS	52	-	3,096	-
25	Hay	-	-	95	14
27	Straw	-	-	12	-
29	Tobacco Unmanufactured	31	314	1,189	41
31	Tobacco Siftings Sweeping and Waste	9	985	-	-
33	Cotton in Bales	39	32	-	-
35	Cotton Linters, Noils & Regins	4,447	2,704	17	-
43	Soybeans	-	-	-	32,965
45	Soybean Oil Cake & Meal	-	-	12,006	16,576
47	Vegetable & Nut Oil Cake and Meal NOS	-	-	89	-
49	Apples Fresh, Not Frozen	-	-	40	-
51	Bananas Fresh	53,946	62,664	-	-
53	Berries Fresh Not Frozen	-	-	17	-
57	Grapes Fresh	11	-	-	-
61	Oranges and Grapefruit	16	90	41	-
65	Pears Fresh Not Frozen	204	-	-	-
67	Watermelons	-	-	20	-
69	Fruits Fresh NOS Not Frozen	1,2[illegible]	-	47	-
71	Fruits Dried Dehydrated and Evaporated NOS	2,735	-	-	-
73	Fruits & Berries Fresh Frozen	21	-	23	-
75	Coffee	133,865	1,854	123	-
77	Cabbage	-	-	30	-
79	Celery	-	-	517	-
81	Lettuce	29	-	-	-
83	Onions Dry	149	-	-	-
85	Potatoes other than sweet	-	110	16	-
89	Vegetables Fresh NOS Not Frozen	249	95	94	-
91	Beans and Peas Dried	1,071	111	209	-
93	Vegetables Dried Dehydrated and Evaporated NOS	79	-	-	-
97	Peanuts	178	-	-	-
103	Malt NOS	-	17	9,986	11,335
105	Flaxseed	-	-	63	-
107	Seeds NOS	2,471	28	127	-
199	Products of Agriculture NOS	19,842	3,514	2,598	-
	TOTAL	221,726	72,806	300,107	2,375,139

3516

Z-14(c)-1

COMMODITY DESCRIPTION	IMPORT NEW YORK, N.Y. TONS	IMPORT BALTIMORE, MD. TONS	EXPORT NEW YORK, N.Y. TONS	EXPORT BALTIMORE, MD. TONS
GROUP 2: ANIMALS AND PRODUCTS (201-299)				
Cattle and Calves Single Deck	-	-	-	12
Sheep and Goats Single Deck	-	-	52	-
Swine Single Deck	-	-	22	-
Swine Double Deck	-	-	14	-
Meats Fresh NOS	79	-	10,279	-
Meats Cooked Cured Dried & Smoked	8,783	83	10,534	4,954
Packing House Products Edible NOS	730	-	57,030	14,548
Margarine NOS	-	-	67	-
Poultry Dressed and Frozen	-	20	338	-
Eggs	-	-	16	-
Butter	-	-	7,603	1,819
Cheese	624	-	4,232	3,970
Dairy Products NOS	-	-	367	1,156
Wool and Mohair in grease	62	-	-	-
Wool and Mohair NOS	142	6	82	-
Hides skins and Pelts NOS	1,944	125	7,323	1,043
Leather NOS	177	-	32	-
Sea Food NOS	142	-	-	-
Fish and Sea Animal Oil	333	-	24	-
Animals and Products NOS	5,536	1,997	25,982	362
TOTAL	18,552	2,231	123,997	27,864
GROUP 3: PRODUCTS OF MINES (301-399) (Excluding Coal, Coke Direct Product of Coal, and Iron Ore)				
Coke	100	601	257	8,024
Iron Ore	74	-	-	-
Aluminum Ore & Concentrates	13,563	-	56	-
Zinc Ore and Concentrates	-	66,058	-	-
Ores and Concentrates NOS	16,389	1,283,888	672	58
Barytes	-	-	20	-
Clay and Bentonite	225	34	104	705
Sand Industrial	177	-	378	595
Gravel and Sand NOS	29	-	66	-
Stone and Rock: Broken, Ground and Crushed	525	-	12	-
Stone Rough NOS	1,171	186	-	-
Stone Finished NOS	112	-	-	-
Asphalt	30	1,097	329	119
Salt	-	-	2,277	878
Phosphate Rock	-	-	29	-
Sulphur	62	-	74	-
Products of Mines NOS	6,203	3,873	308	1,404
TOTAL	38,680	1,355,737	4,582	11,783

3577

NO.	COMMODITY DESCRIPTION	IMPORT NEW YORK, N.Y. TONS	IMPORT BALTIMORE, MD. TONS	EXPORT NEW YORK, N.Y. TONS	EXPORT BALTIMORE, MD. TONS
	GROUP 4: PRODUCTS OF FORESTS (401-499)				
401	Logs Butts and Bolts	-	-	1,717	-
403	Posts Poles and Pilings Wooden	-	-	7	-
407	Ties Railroad	-	-	28	-
409	Pulpwood	-	-	50	-
411	Lumber Shingles & Lath	102	620	898	326
413	Box Crate and Cooperage Materials	-	-	380	685
415	Veneer Plywood & Built-Up Wood	4,343	1,622	-	18
417	Rosin and Turpentine	18	-	26	-
499	Products of Forests NOS	7,953	1,853	204	-
	TOTAL	12,416	4,095	3,310	1,029
	GROUP 5: MANUFACTURERS AND MISCELLANEOUS (501-799)				
503	Fuel Road and Petroleum Residual Oils NOS	-	-	106	15
505	Lubrication Oils and Greases	13	-	42,145	10,063
507	Petroleum Products Refined NOS	18	-	44,231	1,243
509	Gases Other Than Petroleum NOS	-	-	370	-
511	Cottonseed Oil	46	-	77	-
513	Linseed Oil	-	-	59	139
515	Soybean Oil	-	-	115,440	8,410
517	Vegetable and Nut Oils NOS	6,451	-	4,501	291
519	Oils NOS	1,439	-	299	47
521	Oils Foots Sediment and Tank Bottoms	26	-	148	-
523	Rubber Crude Natural & Synthetic	164,953	38,533	15,565	3,546
525	Rubber Goods NOS	225	-	1,106	1,502
527	Chemicals NOS	1,175	300	19,722	10,456
529	Sulphuric Acid	-	-	-	-
531	Acids NOS	381	-	4,683	71
533	Sodium (Soda) Products	508	1,066	18,056	5,967
535	Alcohol NOS	81	-	487	-
539	Fertilizers NOS	3,145	4,740	1,513	218,151
541	Insecticides & Fungicides NOS	149	-	3,693	205
543	Tar Pitch and Creosote	135	-	267	104
545	Tanning Material NOS	6,218	6,757	380	-
547	Paint Paint Material Putty & Varnish	879	195	10,092	671
549	Plastics	43	-	6,340	913
551	Cellulose Articles NOS	-	28	39	-
553	Drugs Medicines and Toilet Prep.	456	-	2,723	-
555	Aluminum: Bar Ingot Pig & Slab	330	3,610	1,289	-
557	Aluminum NOS	171	-	401	111
559	Copper: Ingot Matte & Pig	24,084	-	-	-
561	Copper Brass and Bronze NOS	2,397	60	1,991	-
563	Lead and Zinc: Bar Ingot & Pig	12,646	5,161	37	-

PAGE

NO.	COMMODITY DESCRIPTION	IMPORT NEW YORK, N.Y. TONS	IMPORT BALTIMORE, MD. TONS	EXPORT NEW YORK, N.Y. TONS	EXPORT BALTIMORE, MD. TONS
	GROUP 5: MANUFACTURES AND MISCELLANEOUS (501-799) (Cont'd.)				
565	Lead Zinc NOS	231	-	245	-
567	Magnesium Metal & Alloy	-	-	16	-
569	Alloys for Steel Manufacture	2,048	21,671	1,163	-
571	Metals and Alloys NOS	22,122	3,519	258	168
573	Iron Pig	55	-	87	-
575	Iron and Steel: Billet Bloom and Ingot	28	-	11,951	44,180
577	Iron and Steel: Bar Rod & Slab	20	73	1,314	966
579	Iron and Steel NOS	50	-	138	625
581	Iron and Steel Nails and Wire (Woven and Not Woven) NOS	971	3,291	11,482	1,264
583	Manufactured Iron and Steel	7,850	12,502	580,073	352,992
585	Cast Iron Pipe and Fittings	31	-	425	-
587	Iron and Steel Pipe & Fittings NOS	390	583	71,754	93,130
589	Tanks NOS	-	-	2,348	234
591	Agricultural Implements NOS	31	-	15,088	478
593	Agricultural Implements Parts NOS	-	5	1,514	28
595	Machinery and Machines NOS	4,506	342	162,400	16,931
597	Machinery Parts	628	44	30,187	6,686
601	Business & Office Machines NOS	-	-	3,282	-
603	Railway Equipment Moved on Own Wheels	-	-	945	179
605	Railway Equipment S U Not Moved on Own Wheels	-	-	2,897	681
607	Railway Equipment Parts	71	-	16,462	513
609	Rails and Railway Track Material Iron and Steel	-	206	3,751	3,007
611	Vehicles Other than Motor	409	253	3,759	146
613	Automobiles, Passenger	-	-	57,299	5,582
615	Automobiles, Freight	190	-	9,497	228
617	Vehicles Motor NOS	225	-	66,342	5,795
619	Military Vehicles NOS	-	-	1,113	-
621	Automobiles and Auto-Trucks K D.	5	-	120,068	3,377
623	Vehicles Parts NOS	667	-	91,818	2,481
625	Airplanes Aircraft and Parts	44	-	427	-
627	Tires and Tubes Rubber	110	-	33,086	1,075
629	Guns Small Arms and Parts NOS	-	-	608	-
631	Ammunition and Explosives	39	-	34,454	-
633	Cement: Natural and Portland	231	478	473	834
635	Cement NOS	-	-	1,273	558
639	Brick NOS and Building Tile	49	1,031	1,309	1,816
641	Refractories	88	245	4,105	4,876
643	Artificial Stone NOS	-	-	28	-
645	Lime NOS	-	-	461	175
647	Plaster: Stucco and Wall	-	-	163	46
649	Sewer Pipe and Drain Tile (Not Metal)	-	-	65	2,268
653	Woodpulp	424	15,487	17	438
655	Scrap Paper and Rags	2,204	180	8,934	564

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NO.	COMMODITY DESCRIPTION	IMPORT NEW YORK, N.Y. TONS	IMPORT BALTIMORE, MD. TONS	EXPORT NEW YORK, N.Y. TONS	EXPORT BALTIMORE, MD. TONS
	GROUP 5: MANUFACTURES AND MISCELLANEOUS (501-799) (Cont'd.)				
657	Newsprint Paper	4,672	18,596	237	-
659	Printing Paper NOS	201	-	9,284	-
661	Wrapping Paper	95	512	593	1,500
663	Paper Bags	-	-	104	97
665	Paper and Paper Articles NOS	99	-	1,001	359
667	Printed Matter NOS	12	-	1,067	-
669	Paperboard, Fibreboard & Pulpboard	130	1,515	2,017	5,227
671	Wallboard	743	2,499	120	30
673	Building Paper and Prepared Roofing Material	36	-	720	46
675	Insulating Material NOS	52	392	3,209	134
677	Building Woodwork and Millwork	12	-	78	-
679	Building Material NOS	174	-	824	239
681	Buildings and Houses Fabricated and Portable NOS	32	-	932	25
683	Asbestos Articles NOS	-	-	35	-
685	Electrical Equipment and Parts NOS	261	-	16,049	1,239
687	Furnaces Heaters Radiators & Parts	-	-	1,489	1,310
689	Bathroom and Lavatory Fixtures and Sinks	-	-	823	36
691	Hardware NOS	292	97	364	27
693	Glass	794	11,624	2,779	670
695	Glassware NOS	28	51	11,575	847
697	Glass Bottles Jars and Packing Glasses NOS	38	-	18,137	5,276
701	Chinaware Crockery & Earthenware	820	81	746	289
703	Woodenware	46	-	51	41
705	Household Utensils NOS	148	-	1,161	200
707	Refrigerators Freezing Apparatus and Parts	-	-	24,670	1,057
709	Laundry Equipment	-	-	2,838	186
711	Stoves Ranges and Parts	-	-	6,300	864
713	Floor Covering	77	43	139	-
715	Furniture NOS	32	36	3,715	1,208
717	Furniture Parts	-	-	535	59
719	Tools and Parts NOS	63	28	598	1,052
721	Abrasives other than crude	374	398	641	43
723	Bagging Burlap Cotton Gunny and Jute NOS	6,284	199	32	-
725	Bags: Burlap Cotton Gunny and Jute NOS	48	-	18	-
727	Cotton Cloth and Cotton Fabrics NOS	390	-	142	-
729	Cotton Factory Products	325	82	919	11
731	Synthetic Fibre and Yarns (Rayon or Nylon)	-	-	-	-
733	Cloth and Fabrics NOS	-	-	139	-
735	Rope Cordage and Binder Twine NOS	1,875	247	34	-
737	Boots Shoes and Findings NOS	16	-	56	-
739	Luggage and Handbags NOS	9	-	81	-
741	Athletic Gymnasium Playground & Sporting Equipt NOS	44	-	294	60
743	Games and Toys	165	23	83	46

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NO.	COMMODITY DESCRIPTION	IMPORT NEW YORK, N.Y. TONS	IMPORT BALTIMORE, MD. TONS	EXPORT NEW YORK, N.Y. TONS	EXPORT BALTIMORE, MD. TONS
	GROUP 5: MANUFACTURES AND MISCELLANEOUS (501-799) (Cont'd.)				
745	Liquors Alcoholic NOS	1,774	90	659	531
747	Wine	144	164	18	-
749	Liquors Malt	1,423	1,034	7,584	1,620
751	Beverages NOS	587	-	162	-
755	Syrup & Molasses Refined	513	-	775	375
757	Molasses Residual	-	5,066	411	-
759	Sugar	6,913	29,830	468	632
761	Candy and Confectionery	288	-	570	57
763	Food Prods NOS in Cans and Packages Not Frozen	33,274	13,821	36,013	13,117
765	Food Products NOS Frozen	-	-	40	-
767	Starch	313	32	2,561	863
769	Soap and Cleaning and Washing Compounds	-	53	1,870	452
771	Matches	56	24	12	13
773	Feed Animal and Poultry NOS	1,566	521	47,674	20,403
777	Cigarettes	-	-	7	-
779	Containers Metal	76	12	2,834	183
781	Containers Wooden	-	-	293	1,048
783	Containers Fibreboard and Pulpboard K D	-	-	2,689	273
785	Containers NOS	586	64	1,642	635
787	Containers Returned Empty	49	-	66	28
789	Scrap Iron and Steel	355	28	4,945	20
791	Iron & Steel Borings Turnings, etc.	-	-	329	-
793	Furnace Slag	-	-	32	43
795	Waste Material for Remelting NOS	309	240	1,699	312
797	Waste Material NOS	11,958	281	2,319	-
799	Manufactures and Miscellaneous NOS	5,875	1,690	28,749	5,433
	TOTAL	354,352	209,975	1,910,473	882,442
	GROUP 6: FORWARDER TRAFFIC (950)				
950	Forwarder Traffic	66	-	50,576	5,242
	TOTAL	66	-	50,576	5,242
	RECAPITULATION				
	Group 1	221,726	72,806	300,107	2,375,139
	Group 2	18,552	2,231	123,997	27,864
	Group 3	30,680	1,355,737	4,582	11,783
	Group 4	12,416	4,095	3,310	1,029
	Group 5	354,352	209,975	1,910,473	882,442
	Group 6	66		50,576	5,242
	TOTAL - Groups 1 to 6	645,792	1,644,844	2,393,045	3,303,499

Source - A. J. Crookshank's Exhibit AJC No. 13, and Witness Mollman's Exhibit Z-1 series.

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STATEMENT OF EXPORT CARLOAD SHIPMENTS, EXCEPT COAL AND COKE AND OTHER THAN GRAIN, UNLOADED AT PORTS OF NEW YORK, N.Y., AND BALTIMORE, MD., FOR YEARS 1939 TO 1956, INCLUSIVE, AND SHOWING OF TOTAL NUMBER OF CARLOADS AND A COMPARISON OF THE INCREASE IN CARLOADS FOR EACH YEAR COMPARED WITH 1939. ALSO A SHOWING OF THE INCREASE IN TOTAL CARLOADS FOR THE PERIOD AND AVERAGE INCREASES.

EXHIBIT NO.
I&S DOCKET NO. 6615
WITNESS:

	NEW YORK		BALTIMORE	
	CARS	INCREASE OVER 1939 CARS	CARS	INCREASE OVER 1939 CARS
1939	127,020		23,322	
1940	227,878	100,858	54,854	31,532
1941	293,343	166,323	42,351	19,029
1942	345,727	218,707	44,042	20,720
1943	430,368	303,348	63,893	40,571
1944	550,340	423,320	105,299	81,977
1945	437,659	310,639	77,948	54,626
1946	332,040	205,020	42,351	19,029
1947	343,040	216,020	57,802	34,480
1948	255,366	128,346	45,177	21,855
1949	221,007	93,987	39,776	16,454
1950	167,214	40,194	28,448	5,126
1951	224,555	97,535	32,463	9,141
1952	214,338	87,318	30,117	6,795
1953	180,052	53,032	27,708	4,386
1954	166,172	39,152	31,956	8,634
1955	174,592	47,572	41,273	17,951
1956	184,543	57,523	40,380	17,058
TOTAL	4,875,254	2,588,894	829,160	409,364
AVERAGE	270,847	152,288	46,064	24,080

Average of 270,847 is 221% of the cars (127,020) exported in 1939. The average increase of 152,288 is 120% of the cars exported in 1939.

Average of 46,064 is 198% of the cars (23,322) exported in 1939. The average increase of 24,080 is 103% of the cars exported in 1939.

Z-13(1)

SOURCE: P.T. Report 6A - Car Service Division, Association of American Railroads.

EXHIBIT NO.
I/S DOCKET NO. 6615
WITNESS:

STATEMENT OF EXPORT CARLOAD SHIPMENTS, EXCEPT COAL AND COKE AND OTHER THAN GRAIN, UNLOADED AT PORTS OF NEW YORK, N.Y., AND BALTIMORE, MD., FOR YEARS 1939 TO 1956, INCLUSIVE, AND PERCENTAGE BALTIMORE UNLOADS ARE OF THE UNLOADS AT NEW YORK.

	NEW YORK CARS	BALTIMORE CARS	PERCENTS BALTIMORE OF NEW YORK
1939	127,020	23,322	18.3
1940	227,878	54,854	24.0
1941	293,343	42,352	14.7
1942	345,727	44,042	12.7
1943	430,368	63,893	14.8
1944	550,340	105,279	19.1
1945	437,659	77,948	17.8
1946	332,040	42,351	12.7
1947	343,040	57,802	16.8
1948	255,366	45,177	17.6
1949	221,007	39,776	17.9
1950	167,214	28,448	17.0
1951	224,555	32,463	14.4
1952	214,338	30,117	14.0
1953	180,052	27,708	15.3
1954	166,172	31,956	19.2
1955	174,592	41,273	23.6
1956	184,543	40,380	21.8
TOTAL	4,875,254	829,160	17.0

Z-13(2)

SOURCE: P.T. Report 6A, Car Service Division, Association of American Railroads.

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[fol. 3524]

STATEMENT OF EXPORT CARLOADS OF GRAIN UNLOADED AT NORTH ATLANTIC PORTS FOR YEARS 1939 TO 1956, INCLUSIVE, AND FIRST NINE MONTHS OF 1957. ALSO THE PERCENTAGES THE UNLOADS AT THE SEVERAL PORTS ARE OF THE TOTAL UNLOADS AT NORTH ATLANTIC PORTS.

	Total North Atlantic Ports	Portland, Me.		Boston, Mass.		Albany, N.Y.		New York, N.Y.		Philadelphia, Pa.		Baltimore, Md.		Hampton Roads, Va.	
	Cars	Cars	% of Total	Cars	% of Total	Cars	% of Total	Cars	% of Total	Cars	% of Total	Cars	% of Total	Cars	% of Total
1939	34,274	342	.9	2,218	6.5	-	-	15,242	44.4	3,938	11.4	10,630	31.0	1,904	5.5
1940	27,060	1,575	5.8	2,701	9.9	-	-	5,855	21.6	5,930	21.9	10,170	37.5	829	3.0
1941	44,486	4.725	10.6	4,191	9.4	-	-	14,385	32.3	5,724	12.8	14.340	32.2	1,115	2.5
1942	27,429	4,372	15.9	1,600	5.8	-	-	9,693	35.3	2,057	7.4	9,707	35.4	-	-
1943	51,660	10,424	20.1	5,261	10.1	-	-	15,621	30.2	9,139	17.6	11,215	21.7	-	-
1944	36,369	6,490	17.8	2,002	5.5	-	-	7,703	21.1	7,341	20.1	12,833	35.3	-	-
1945	111,157	8,960	8.0	6,462	5.8	2,270	2.0	21,419	19.2	26,423	23.7	43,339	39.0	2,284	2.0
1946	71,464	1,872	2.6	3,814	5.3	1,999	2.7	8,627	12.0	23,536	32.9	29,430	41.0	2,186	3.0
1947	97,055	412	.4	5,222	5.3	9,009	9.2	13,155	13.5	27,376	28.2	39,103	40.3	2,776	2.8
1948	65,456	684	1.0	4,277	6.5	10,979	17.3	7,018	10.7	17,753	27.1	31,365	47.9	3,178	4.8
1949	112,513	1,393	1.2	4,869	4.3	5,877	5.2	19,540	17.3	25,114	22.3	51,730	46.0	3,990	3.5
1950	46,799	2,005	4.2	2,239	4.7	3,543	7.5	8,090	17.2	7,362	15.7	21,355	45.6	2,205	4.7
1951	96,213	3,465	3.6	4,567	4.7	7,208	7.4	10,971	11.4	20,685	21.4	46,137	48.0	3,180	3.3
1952	79,635	3,092	3.8	4,352	5.4	8,380	10.5	4,211	5.2	14,841	18.6	39,596	49.7	5,163	6.4
1953	91,923	2,584	2.8	2,381	2.5	8,168	8.8	13,095	14.2	12,317	13.3	41,962	45.6	11,416	12.4
1954	80,751	1,975	2.4	1,207	1.4	4,578	5.6	7,221	8.9	13,975	17.3	37,187	46.0	14,608	18.0
1955	107,292	1,378	1.2	2,457	2.2	9,738	9.0	11,310	10.5	14,998	13.9	45,459	42.4	21,952	20.4
1956	132,869	1,639	1.2	10,607	7.9	13,709	10.3	12,639	9.5	23,423	17.6	51,817	39.0	19,035	14.3
TOTAL	1,314,405	57,071	4.3	70,427	5.3	85,458	6.5	205,795	15.6	261,932	19.9	547,375	41.6	95,821	7.2
1957															
January	11,413	121	1.0	1,507	13.2	27	.2	886	7.7	3,037	26.6	5,063	44.4	772	6.7
February	7,971	408	5.1	1,327	16.6	343	4.3	619	7.7	1,847	23.1	2,714	34.0	713	8.9
March	10,750	240	2.2	1,990	18.5	980	9.1	517	4.9	2,111	19.6	3,735	34.7	1,177	10.9
April	10,369	166	1.6	2,059	19.8	1,890	18.2	448	4.3	1,286	12.4	2,328	22.5	2,192	21.1
May	7,516	-	-	2,051	27.2	1,596	21.2	204	2.7	564	7.5	1,138	15.1	1,963	26.1
June	7,000	71	1.0	1,718	24.5	993	14.1	174	2.4	888	12.6	1,559	22.3	1,597	22.8
July	6,384	76	1.2	691	10.8	1,165	18.2	289	4.5	1,195	18.7	2,112	33.2	856	13.4
August	8,481	97	1.1	964	11.4	1,765	20.8	698	8.2	1,829	21.6	1,256	14.8	1,872	22.1
September	7,016	364	5.2	1,115	15.9	174	2.5	737	10.5	720	10.3	1,702	24.3	2,204	31.3
TOTAL 9 MONTHS	76,900	1,543	2.0	13,422	17.5	8,933	11.6	4,572	5.9	13,477	17.5	21,607	28.1	13,346	17.4

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SOURCE: P.T. Report 6A, Car Service Division, Association of American Railroads.

Z-13(3)

STATEMENT SHOWING PROJECTION OF TOTAL CARLOAD TRAFFIC EXPORTED VIA THE PORT OF NEW YORK DURING PERIOD AUGUST 1, 1955, TO JULY 31, 1956

EXHIBIT NO. _____
I&S DOCKET NO. 6615
WITNESS:

IN SUMMARY

LINE		CARS
1	- Total cars unloaded at Port of New York - Period August 1, 1955 to July 31, 1956, reported by Car Service Division of A.A.R.	196,355
2	- Estimated number of cars reported by DL&W, Erie RR, LV, NYC and NYNH&H from Differential territory ..... 56,372 Actual number of cars reported by B&O, CRRofNJ, and PRR 54,125	110,497
3	- Number of cars projected and moving via DL&W, Erie RR, LV, NYC, and NYNH&H, for period August 1, 1955, to July 31, 1956, from other than Differential territory, and not reported in Witness Crookshank's Exhibit No. a J C-13	85,858

BASIS FOR THE PROJECTION

LINE

1 - Statement of Export Carloads unloaded at Ports of New York, N.Y., and Baltimore, Md., according to I.T. Report 6-A, Car Service Division, Association of American Railroads.

	New York, N.Y. CARS		Baltimore, Md. CARS	
	Other than Coal, Coke and Grain	Grain	Other than Coal, Coke and Grain	Grain
August, 1955	13,678	1,992	3,198	4,859
Sept., 1955	10,870	831	2,829	2,667
October, 1955	14,103	958	3,214	4,614
Nov., 1955	15,542	1,221	3,829	4,308
Dec., 1955	16,161	801	4,145	5,017
Jan., 1956	16,766	884	3,641	4,390
Feb., 1956	15,618	641	3,896	2,727
March, 1956	17,351	970	4,178	4,042
April, 1956	17,151	759	3,704	5,327
May, 1956	17,488	1,613	5,063	6,216
June, 1956	14,909	1,361	3,720	5,339
July, 1956	13,430	1,257	2,566	5,231
SUB-TOTAL	183,067	13,288	SUB-TOTAL 41,985	54,737
TOTAL		196,355	TOTAL	96,720

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LINE

BASIS FOR THE PROJECTION (Contd.)

[fol. 3526]

2 - Statement of cars and tons exported via Port of New York for period August 1, 1955, to July 31, 1956, inclusive, per Traffic Studies submitted in this proceeding by Witnesses Mollman and Crookshank.

a - For B&O RR, CRRof NJ, and PRR from All territories.

Other than Coal, Coke and Grain			Grain Per Items 1, 3, 7, 9, and 13			TOTAL	
Cars	Tons	Average Wt. Per Car	Cars	Tons	Average Wt. Per Car	Cars	Tons
51,577	1,436,544	27.85 tons	2,548	133,786	52.51 tons	54,125	1,570,330

b - For DL&W, Erie RR, LV, NYC, and NYNH&H from Differential territory only.

Other than Coal, Coke and Grain			Grain Per Items 1, 3, 7, 9, and 13			TOTAL	
Tons	Estimated Average Wt. per car	Estimated No. Cars	Tons	Estimated Average Wt. per car	Estimated No. Cars	Cars	Tons
1,488,224	27.85 tons	53,437	154,125	52.51 tons	2,935	56,372	1,642,349

c - Total cars and tons exported via Port of New York for period August 1, 1955, to July 31, 1956, inclusive, per Traffic Studies submitted in this Proceeding by Witnesses Mollman and Crookshank.

	Cars	Tons
Via B&O RR, CRRofNJ, and PRR	54,125	1,570,330
Via DL&W, Erie RR, LV, NYC, AND NYNH&H	56,372	1,642,349
TOTAL	110,497	3,212,679

3 - Total cars unloaded at Port of New York for period August 1, 1955, to July 31, 1956, inclusive, per P.T. Report 6-A, Car Service Division, Association of American Railroads

	Cars
	196,355
Number of cars accounted for by Traffic Studies for the Port of New York by Witnesses Mollman and Crookshank	110,497
Balance attributed to Traffic from other than Differential territory via lines DL&W, Erie RR, LV, NYC, and NYNH&H	85,858

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STATEMENT OF TONNAGES EXPORTED THROUGH THE PORTS OF BALTIMORE, MD., AND NEW YORK, N.Y., FOR PERIOD AUGUST 1, 1955, TO JULY 31, 1956, INCLUSIVE

TO	From Differential Territory			From All Other Territories			TOTAL All Territories		
	All Commodities	Grain	All Commodities except Grain	All Commodities	Grain	All Commodities except Grain	All Commodities	Grain	All Commodities except Grain
Baltimore, Md Via B&O-PRR-WM.	(1) 3,303,499	(1) 2,339,309	(1) 964,190	(1) 1,295,669	(1) 620,966	(1) 674,673	(1) 4,599,168	(1) 2,960,305	(1) 1,638,863
New York, N. Y. Via B&O-CNJ-PRR	(1) 750,696	(1) 49,869	(1) 700,827	(1) 819,634	(1) 83,917	(1) 735,717	(1) 1,570,330	(1) 133,786	(1) 1,436,544
Via DL&W-Erie-LV-NYC-NYNH&H	(2) 1,642,349	(2) 154,125	(2) 1,488,224	(3) 2,583,616	(3) 409,840	(3) 2,173,776	(4) 4,225,965	(4) 563,965	(4) 3,662,000
TOTAL - All New York Lines	2,393,045	203,994	2,189,051	3,403,250	493,757	2,909,493	5,796,295	697,751	5,098,544

(1) Source Witness Mollman's Exhibit No. 2, this proceeding.
(2) Source Witness Crookshank's Exhibit in this proceeding identified as A.J.C. No. 13.
(3) Estimated according to calculations as explained on page 11, this exhibit, 85,858 cars of Export Commodities unloaded at New York originated at points other than Differential territory and arrived via other than B&O, CNJ and PRR. On basis of average weights and data shown on page 11, this exhibit, the 85,858 cars contained 2,583,616 tons, as follows:
7,805 cars of Grain @ 52.5 tons per car 409,840 tons
78,053 cars of Commodities (other than coal, coke and grain) @ 27.85 tons per car, 2,173,776 tons.
(4) Source Witness Crookshank's Exhibit A.J.C. No. 13 of tonnage from Differential territory plus estimated tonnage from all other Territories as explained under reference (3) herein.

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[fol. 3528]

2503

STATEMENT OF TONNAGES IMPORTED THROUGH THE PORTS OF BALTIMORE, MD., AND NEW YORK, N.Y., FOR THE PERIOD AUGUST 1, 1955, TO JULY 31, 1956, INCLUSIVE

FROM	TO Differential Territory			TO All Other Territories			TO All Territories		
	All Commodities (Note 1)	Bulk Ores (Note 2)	All Commodities except Bulk Ores (Note 3)	All Commodities (Note 4)	Bulk Ores (Note 5)	All Commodities except Bulk Ores (Note 6)	All Commodities (Note 4)	Bulk Ores (Note 5)	All Commodities except Bulk Ores (Note 6)
Baltimore, Md.	1,644,844	1,349,946	294,898	1,642,310	1,196,075	446,235	3,287,154	2,546,021	741,133
New York, N.Y. Via B&O-CNJ-PRR	253,813	2,182	251,631	483,156	136,676	346,480	736,969	138,858	598,111
Via DL&W, Erie, LV, NYC, NYNH&H	391,979	27,864	364,115	---------- Not reported. Data not available. ----------					
TOTAL - All New York Lines	645,792	30,046	615,746	---------- Account no report from DL&W, Erie, LV, NYC and NYNH&H, consolidated tonnage figures not available. ----------					

Note 1 - All commodities in Traffic Studies submitted by Witness Crookshank for account of DL&W RR, Erie RR, LV RR, NYC RR and NYNH&H RR, and by Witness Mollman for account of B&O RR, CRRof NJ, PRR and WM Ry. in this proceeding.

Note 2 - Shipment of Aluminum Ore and Concentrates, Chrome Ore, Iron Ore (Ground), Manganese Ore, and Zinc Ore and Concentrates, per Items 309, 311, 317, and 319 of Traffic Studies of Witnesses Crookshank and Mollman, in this proceeding.

Note 3 - General Cargo as reported in Traffic Studies of Witnesses Crookshank and Mollman, in this proceeding, after exclusion of Ores and Concentrates covered by Note 2.

Note 4 - All Commodities in Traffic Study submitted by Witness Mollman for account of B&O RR, CRRofNJ, PRR, and WM Ry., in this proceeding.

Note 5 - Shipments of Aluminum Ore and Concentrates, Chrome Ore, Iron Ore (Ground), Manganese Ore, and Zinc Ore and Concentrates, per Items 309, 311, 317, and 319 of Traffic Study of Witness Mollman, in this proceeding.

Note 6 - General Cargo as reported in Traffic Study of Witness Mollman, in this proceeding, after exclusion of Ores and Concentrates covered by Note 2.

3528

STATEMENT SHOWING, IN BUSHELS, EXPORTS OF GRAIN THROUGH THE PORTS OF ALBANY, N.Y., BALTIMORE, MD., BOSTON, MASS., NEW YORK, N.Y., NEWPORT NEWS, VA., NORFOLK, VA., PHILADELPHIA, PA., AND PORTLAND, MAINE, FOR PERIOD 1900 THROUGH FIRST NINE MONTHS OF 1957, AND PROPORTION OF THAT TRAFFIC HANDLED THROUGH THE RESPECTIVE PORTS.

(FIGURES ARE IN MILLIONS OF BUSHELS. AMOUNTS OF 100,000 BUSHELS OR LESS SHOWN AS .1)

	PORTLAND		BOSTON		ALBANY		NEW YORK		PHILADELPHIA		BALTIMORE		NEWPORT NEWS		NORFOLK		TOTAL NORTH ATLANTIC PORTS	
	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%
1900	-		30.2		-		76.9		45.4		49.2		12.9		-		214.6	
1901	-		31.9		-		59.7		29.9		48.9		11.2		-		181.6	
1902	10.9		9.6		-		27.5		11.8		15.4		6.4		-		81.6	
1903	12.2		9.5		-		33.8		11.6		23.1		3.9		-		94.1	
1904	5.4		4.1		-		12.2		6.2		7.9		1.4		-		37.2	
1905	6.0		12.9		-		42.9		13.6		21.9		7.9		-		105.2	
1906	8.8		8.5		-		45.7		19.2		31.0		12.1		-		125.3	
1907	6.6		9.7		-		45.6		18.2		28.0		9.0		-		118.1	
1908	6.9		3.9		-		26.8		13.6		19.3		1.2		-		72.7	
1909	6.3		2.9		-		17.5		8.7		9.8		1.1		-		46.3	
	63.1	5.9	123.2	11.5	-	-	388.6	36.4	178.2	16.7	255.5	23.9	80.1	7.5	-	-	1068.7	100.0
1910	5.5		3.4		-		10.0		3.6		10.5		0.6		-		33.6	
1911	4.8		7.8		-		20.4		8.4		16.8		1.6		-		59.8	
1912	7.0		2.6		-		28.5		6.9		26.1		7.7		-		78.8	
1913	11.0		26.2		-		65.5		22.3		46.9		10.0		-		181.9	
1914	9.2		16.6		-		61.8		22.7		51.5		-		-		161.8	
1915	14.5		17.0		-		126.6		44.6		90.2		64.0		-		356.9	
1916	39.3		33.3		-		154.0		49.8		120.4		52.4		-		449.2	
1917	4.2		22.8		-		121.6		45.6		66.2		32.3		-		292.7	
1918	20.8		14.2		-		62.8		29.5		34.0		-		-		161.3	
1919	21.6		16.8		-		90.6		52.9		45.1		7.5		-		234.5	
	137.9	6.9	160.7	8.1	-		741.8	36.9	286.3	14.2	507.7	25.3	176.1	8.8	-		2010.5	100.0
1920	14.2		5.5		-		83.1		24.4		54.1		2.8		-		184.1	
1921	13.9		5.1		-		68.8		46.8		55.3		0.5		-		190.4	
1922	21.4		13.3		-		127.4		62.3		89.8		0.7		-		314.9	
1923	19.6		10.7		-		97.1		36.4		41.3		2.5		-		207.6	
1924	7.0		4.6		-		105.7		34.1		27.4		-		-		178.8	
1925	4.5		6.2		-		120.5		41.0		29.3		-		-		201.5	
1926	7.9		4.8		-		102.9		21.6		25.3		-		-		162.5	
1927	5.3		4.0		-		99.3		19.0		27.2		-		2.2		157.0	
1928	3.3		5.7		-		88.0		14.5		22.4		0.2		0.8		134.9	
1929	2.7		3.7		-		60.5		8.7		17.2		0.7		1.7		95.2	
	99.8	5.5	63.6	3.5	-		953.3	52.2	308.8	16.9	389.3	21.3	7.4	0.4	4.7	0.2	1826.9	100.0

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	PORTLAND		BOSTON		ALBANY		NEW YORK		PHILADELPHIA		BALTIMORE		NEWPORT NEWS		NORFOLK		TOTAL 2505 NORTH ATLANTIC PORTS	
	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%
1930	1.0		2.0		-		54.9		5.3		7.0		0.4		0.7		71.3	
1931	1.7		3.2		-		59.2		4.4		9.7		0.4		1.3		79.9	
1932	2.8		3.1		2.2		42.2		4.3		7.1		1.4		0.9		64.0	
1933	1.0		1.2		3.2		20.6		0.6		0.2		0.1		0.1		27.0	
1934	-		1.0		1.2		27.0		1.2		0.3		0.3		0.2		31.2	
1935	-		-		3.7		19.4		0.2		0.2		X		0.1		23.6	
1936	-		2.2		6.0		21.1		0.9		0.9		X		0.3		31.4	
1937	-		-		3.7		23.6		1.9		0.5		-		-		29.7	
1938	-		0.2		17.0		19.5		2.1		2.7		-		0.9		42.4	
1939	-		1.7		9.0		19.7		4.6		6.7		-		1.6		43.3	
	6.5	1.5	14.6	3.3	46.0	10.4	307.2	69.2	25.5	5.7	35.3	8.0	2.6	0.6	6.1	1.3	443.8	100.0
1940	2.3		5.0		8.6		18.0		14.6		21.2		-		0.7		70.4	
1941	7.8		7.3		6.7		32.8		8.0		19.5		-		1.0		83.1	
1942	7.9		2.7		-		20.6		2.0		13.7		-		-		46.9	
1943	18.3		10.1		-		21.4		15.1		12.8		-		-		77.7	
1944	11.3		2.3		-		11.2		10.2		15.7		-		-		51.4	
	47.6	14.4	27.4	8.3	15.3	4.6	104.0	31.6	50.6	15.4	82.9	25.2	-		1.7	0.5	329.5	100.0
1945	15.1		13.8		23.3		39.8		48.9		80.5		-		-		221.4	
1946	4.0		8.8		24.5		19.2		45.6		61.7		-		3.5		167.3	
1947	1.8		8.8		28.1		18.2		52.4		72.1		-		4.8		186.2	
1948	1.0		7.9		35.4		14.1		33.2		57.8		-		5.7		155.1	
1949	2.8		9.4		30.5		21.4		50.2		100.2		-		7.6		222.1	
	24.7	2.6	48.7	5.1	141.8	14.9	112.7	11.8	230.3	24.2	372.3	39.1	-		21.6	2.3	952.1	100.0
1950	3.7	3.9	4.6	4.8	11.8	12.3	16.2	16.9	13.5	14.0	42.9	44.6	-		3.4	3.5	96.1	100.0
1951	6.1	2.9	7.9	3.8	36.1	17.2	27.8	13.2	38.0	18.1	89.0	42.4	-		5.1	2.4	210.0	100.0
1952	6.6	4.0	9.1	5.6	22.9	14.0	10.4	6.4	27.5	16.8	77.8	47.6	-		9.1	5.6	163.4	100.0
1953	5.5	3.6	4.7	3.1	22.5	14.8	8.8	5.8	21.7	14.3	70.8	46.6	-		18.0	11.8	152.0	100.0
1954	2.1	1.5	2.0	1.4	19.9	13.6	13.6	9.3	24.3	16.7	62.4	42.8	-		21.5	14.7	145.8	100.0
1955	1.8	0.8	4.8	2.2	35.4	16.1	16.5	7.5	27.8	12.6	88.3	40.1	-		45.5	20.7	220.1	100.0
1956	3.9	1.4	18.7	6.7	38.2	13.8	27.4	9.9	44.0	15.8	100.4	36.2	-		45.1	16.2	277.7	100.0

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	PORTLAND		BOSTON		ALBANY		NEW YORK		PHILADELPHIA		BALTIMORE		NEWPORT NEWS	NORFOLK		TOTAL NORTH ATLANTIC PORTS	
	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	%	Bushels	Bushels	%	Bushels	%
1957																	
January	0.7	2.9	3.0	12.6	2.0	8.4	3.0	12.5	5.2	21.8	7.8	32.6	-	2.2	9.2	23.9	100.0
February	0.4	2.7	2.3	15.7	-		1.4	9.5	3.5	23.8	5.2	35.4	-	1.9	12.9	14.7	100.0
March	0.4	1.7	3.4	14.5	2.4	10.2	1.7	7.2	3.9	16.6	8.9	37.9	-	2.8	11.9	23.5	100.0
April	-		3.9	17.7	4.2	19.1	1.6	7.3	2.5	11.4	4.3	19.5	-	5.5	25.0	22.0	100.0
May	-		4.4	20.9	2.8	13.3	2.6	12.3	0.7	3.3	5.0	23.7	-	5.6	26.5	21.1	100.0
June	0.3	1.5	3.8	18.6	2.6	12.7	2.2	10.8	2.7	13.2	3.7	18.2	-	5.1	25.0	20.4	100.0
July	0.1	0.6	1.5	8.8	2.7	15.8	3.3	19.3	2.8	16.3	3.3	19.3	-	3.4	19.9	17.1	100.0
August	0.9	5.3	1.3	7.7	2.9	17.2	1.1	6.5	3.4	20.1	3.9	23.1	-	3.4	20.1	16.9	100.0
September	0.2	1.4	1.6	11.1	2.3	16.0	2.5	17.4	1.0	6.9	2.1	14.6	-	4.7	32.6	14.4	100.0
	3.0	1.7	25.2	14.5	21.9	12.6	19.4	11.1	25.7	14.8	44.2	25.4	-	34.6	19.9	174.0	100.0

X - Less than 100,000 bushels.

AUTHORITY: (1900 to 1956) Recognized Grain Exchange Reports and Dominion Bureau of Statistics (Canada).

(Nine months 1957) Weekly Inspection Reports of Exports Department of Agriculture.

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EXHIBIT NO. _____
I&S DOCKET NO. 6615
WITNESS: 2507

[fol. 3532]

Page 20

STATEMENT SHOWING REPRESENTATIVE SHIPMENTS VIA THE BALTIMORE & OHIO RAILROAD OF IMPORT TRAFFIC THROUGH THE PORT OF NEW YORK FOR THE YEARS OF 1955 AND 1956 TO PHILADELPHIA, PA., AND POINTS SOUTH THEREOF, TOGETHER WITH COMPARISON OF THE APPLICABLE RATES FROM NEW YORK, N.Y., AND BALTIMORE, MD., TO SAME DESTINATIONS. (RATES ARE IN CENTS PER 100 POUNDS) (EXCEPT AS NOTED)

Commodity	Destination	1955 Cars	1955 Tons	1956 Cars	1956 Tons	X-175-C Import Rate From N.Y.	X-175-C Import Rate From Balto.	X-196 Import Rate From N.Y.	X-196 Import Rate From Balto.	Tariff Authorities
Flour	Baltimore, Md.	1	29	-	-	30	-	-	-	B&O 19-C, ICC 24089
	Philadelphia, Pa.	1	34	5	149	28½	24½	30	25½	B&O 59-C, ICC 24255
Tobacco, Leaf	Durham, N. C.	279	5894	368	7818	109	89	116	94	Cl. 45K, T.L. 44-I, ICC A-800
	Jacksonville, Fla.	2	43	21	353	173	159	183	169	Cl. 45K, T.L. 44-I, ICC A-800
Coffee	Baltimore, Md.	2	62	2	66	48	-	51	-	Cl. 27.5, T.L. 72-B; ICC A-819
	Jacksonville, Fla.	5	156	46	1457	125	122	133	129	T.L. E/S 145-E, ICC A-1079
	New Orleans, La.	18	497	1	25	159	151	169	160	T.L. E/S 145-E, ICC A-1079
	Norfolk, Va.	32	662	24	516	51	51	54	54	B&O 18-D, ICC 24210, Cl. 27.5, T.L. 67, ICC A-337
	Richmond, Va.	3	43	-	-	51	43	-	-	B&O 18-D, ICC 24210, Cl. 27.5, T.L. 67, ICC A-337
	Roanoke, Va.	25	472	2	43	66	51	70	54	Cl. 27.5, T.L. 72-B, ICC A-819, T.I. 67, ICC A-337
	Washington, D.C.	49	1301	90	2462	49	22	52	23	Cl. 27.5, T.L. 72-B, ICC A-819, B&O 10-E, ICC 24237
Seeds	Baltimore, Md.	14	377	8	201	51	-	54	-	Cl. 35K, T.L. 72-B, ICC A-819
Sisal	Baltimore, Md.	6	107	-	-	60	-	-	-	5th Cl., T.L. 72-B, ICC A-819
Fibre Staple	Baltimore, Md.	3	40	1	15	67	-	71	-	Cl. 40, T.L. 72-B, ICC A-819
	LaGrange, Ga.	18	266	-	-	154	136	-	-	Cl. 40, T.L. E-1008, ICC A-946
Meats, Canned	Baltimore, Md.	2	48	9	206	41	-	43	-	Cl. 25, T.L. 72-B, ICC A-819
	Miami, Fla.	3	42	2	47	119	112	125	118	Cl. 22, T.L. 44-I, ICC A-800
	Atlanta, Ga.	-	-	7	158	89	83	95	88	Cl. 22, T.L. 44-I, ICC A-800
Marble & Stone	Baltimore, Md.	1	30	-	-	39	-	-	-	Cl. 22.5, T.L. 72-B, ICC A-819
	Jacksonville, Fla.	2	90	2	72	84	76	89	81	Cl. 17.5, T.L. 82-D, ICC A-726
	Washington, D.C.	2	77	4	167	41	23	43	24	Cl. 22-5, T.L. 72-B, ICC A-819, T.L. 67, ICC A-337
Lumber	Baltimore, Md.	1	31	-	-	41	-	-	-	Cl. 25K, T.L. 72-B, ICC A-819
Logs	Baltimore, Md.	1	30	1	30	41	-	43	-	Cl. 25K, T.L. 72-B, ICC A-819
	New Orleans, La.	-	-	2	34	99	92	105	98	T.L. E/S 145-E, ICC A-1079
	Newport News, Va.	-	-	1	23	51	46	54	49	Cl. 25K, T.L. 72-B, ICC A-819, T.L. 67, ICC A-337
	Philadelphia, Pa.	-	-	3	75	32	33	34	35	Cl. 25K, T.L. 72-B, ICC A-819, T.L. 67, ICC A-337
Oil, Vegetable	Baltimore, Md.	-	-	23	543	51	-	54	-	B&O 19-C, ICC 24089

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Commodity	Destination	1955 Cars	1955 Tons	1956 Cars	1956 Tons	X-175-C Import Rate From N.Y.	X-175-C Import Rate From Balto.	X-196 Import Rate From N.Y.	X-196 Import Rate From Balto.	Tariff Authorities
Rubber, Crude	Baltimore, Md.	14	407	3	110	51	-	54	-	Cl.30, T.L. 72-B, ICC A-819
	Cumberland, Md.	173	4976	152	4384	62	48	66	51	Cl.30, T.L. 67, ICC A-337, T.L. 72-B, ICC A-819
	Gadsden, Ala.	-	-	22	609	127	112	135	119	T.L. E/S 145-E, ICC A-1079
Latex, Liquid	Hazelwood, N.C.	2	81	4	160	98	86	104	91	T.L. E/S 145-E, ICC A-1079, Cl.30, E/S 1008, ICC A-946
	Roanoke, Va.	1	39	-	-	72	59	-	-	Cl.30, T.L. 72-B, ICC A-819, T.L. 67, ICC A-337
Insecticides	Baltimore, Md.	11	271	21	549	46	-	49	-	Cl.26, T.L.72-B, ICC A-819
Copper Ingots, and Bars	Baltimore, Md.	7	350	13	650	*746	N.T.-	*791	N.T.-	B&O 362-A, ICC 23934
	Decatur, Ala.	23	1105	2	100	103	98	109	104	T.L. E/S 145-E, ICC A-1079
Cable, Copper	Baltimore, Md.	8	290	-	-	67	-	-	-	Cl.40, T.L. 72-B, ICC A-819
	Jacksonville, Fla.	4	85	6	142	165	149	175	158	Cl.45, T.L. E/S 1008, ICC A-946
	New Orleans, La.	4	130	6	172	199	183	211	194	Cl.45, T.L. E/S 1008, ICC A-946
Bars, Lead, Zinc	Baltimore, Md.	11	528	1	28	60	-	64	-	Cl.5, T.L. 72-B, ICC A-819
	Wilmington, Del.	1	56	-	-	49	41	-	-	Cl.5, T.L. 67, ICC A-337, T.L. 72-B, ICC A-819
Spelter, Zinc	Baltimore, Md.	4	176	2	60	33	-	35	-	B&O 19-C, ICC 24089
Tin Pig	Baltimore, Md.	5	209	6	240	48	-	51	-	B&O 19-C, ICC 24089
	Norfolk, Va.	-	-	1	20	75	66	80	70	Cl.5, T.L. 72-B, ICC A-819, T.L. 67, ICC A-337
	Wilmington, Del.	-	-	1	18	48	41	51	43	B&O 19-C, ICC 24089, Cl.5, T.L. 67, ICC A-337
Manufactured Iron & Steel	Baltimore, Md.	1	40	-	-	42	-	-	-	B&O 31-A, ICC 24219
	Philadelphia, Pa.	1	18	-	-	32	29	-	-	B&O 31-A, ICC 24219
	Washington, D.C.	-	-	3	119	44	15	47	16	B&O 31-A, ICC 24219
Machinery and Parts	Richmond, Va.	37	356	12	119	84	62	89	66	Cl.40, T.L. 67, ICC A-337, T.L. 72-B, ICC A-819
Chinaware	Baltimore, Md.	3	29	-	-	60	-	-	-	Cl.5, T.L. 72-B, ICC A-819
Household Utensils	Baltimore, Md.	15	108	-	-	71	-	-	-	B&O 19-C, ICC 24089
	Washington, D.C.	3	32	-	-	91	49	-	-	Cl.4, T.L. 72-B, ICC A-819, T.L. 67, ICC A-337
Canned Goods	Baltimore, Md.	3	104	-	-	41	-	-	-	Cl.25, T.L. 72-B, ICC A-819
	Norfolk, Va.	2	30	-	-	51	46	-	-	Cl.25, T.L. 72-B, ICC A-819, T.L. 67, ICC A-337
	Richmond, Va.	2	58	3	84	51	38	54	40	Cl.25, T.L. 67, ICC A-337, T.L. 72-B, ICC A-819
	Jacksonville, Fla.	2	43	-	-	92	86	-	-	Cl.22, T.L. 44-I, ICC A-800
Cocoanut	Atlanta, Ga.	8	174	7	167	89	83	94	88	Cl.22, T.L. 44-I, ICC A-800
	Norfolk, Va.	3	68	5	96	51	46	54	51	Cl.25, T.L. 72-B, ICC A-819, T.L. 67, ICC A-337

* Rates are in cents per 2000 pounds.

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STATEMENT OF IMPORT CARLOAD SHIPMENTS ARRIVING AT PORT OF NEW YORK DURING 1955 AND 1956 AND FORWARDED VIA THE BALTIMORE AND OHIO RAILROAD, CENTRAL RAILROAD OF NEW JERSEY OR PENNSYLVANIA RAILROAD TO BALTIMORE, MD.

[fol. 3534]

COMMODITIES	NUMBER OF CARS	NUMBER OF TONS
Bananas	12	138
Brass Scrap	1	23
Bread	2	30
Cable, Copper, Lead Covered	9	296
Canned Goods	16	409
Chinaware	3	29
Coffee	11	334
Copper Ingots, Matte and Bars	3	112
Cotton Linters; Waste and Sweepings	21	373
Electrical Appliances	4	88
Electrodes	5	223
Fertilizers	3	93
Fibre, Hemp or Sisal	7	125
Fibre, Staple	4	55
Fibre, Tampico	2	33
Fish in Packages	1	18
Flour, Tapioca	19	609
Food Products	13	196
Foreign Woods	7	173
Fruit Fresh	1	19
Household Goods	2	14
Household Utensils	14	101
Insecticides	33	748
Latex	10	178
Lead and Zinc	16	700
Lead Scrap	2	82
Leather	1	27
Logs	2	71
Lumber and Lath	1	31
Machinery	1	5
Manganese Ore	2	68
Manufactured Iron and Steel	4	89
Manufactures	2	18
Meats, Cooked	8	180
Metal, Alloy	2	59
Marble and Stone	1	30
Napthalene, Crude	1	32
Oil, Vegetable	23	543
Olives	1	19
Paper Printing	2	49
Peat Moss	2	56
Peels, Lemon	3	62
Rayon Fibre	6	147
Rope and Twine	2	27
Rubber, Crude	19	563
Sand, Zircon	1	40
Seafood	2	28
Seeds	7	186
Sodium Sil Fluoride	1	34
Spelter	6	236
Starch, Tapioca	1	29
Tankage	2	54
Tanning Extract	9	186
Tin, Pig	404	11,459
Veneer	1	41
TOTAL	738	19,568

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STATEMENT OF IMPORT CARLOAD SHIPMENTS ARRIVING AT PORT OF NEW YORK DURING 1955 AND 1956 AND FORWARDED VIA THE BALTIMORE AND OHIO RAILROAD, CENTRAL RAILROAD OF NEW JERSEY OR PENNSYLVANIA RAILROAD TO PHILADELPHIA, PA.

COMMODITIES	NUMBER OF CARS	NUMBER OF TONS
Aluminum Sheets	1	55
Asphalt	1	25
Bagging, Jute	3	74
Bananas	9	98
Canned Goods	45	1,028
Cod Liver Oil	1	45
Coffee	5	123
Cotton	2	41
Cotton Waste	124	2,804
Cresylic Acid	1	26
Ferro Manganese	6	204
Fertilizers	1	24
Flour, Tapioca	54	1,604
Food Products, Fish, Cocoanut, Tea, etc.	18	370
Glass, Plate	8	166
Goat Hair	1	17
Goat Skins	10	173
Hides and Skins	46	819
Honey	3	72
Household Goods	19	185
Lead, Pig	37	1,739
Lumber	6	159
Logs, Foreign Wood	63	1,787
Machinery	2	39
Meats, Cooked	30	688
Mica	1	20
Military Vehicles	7	87
Napthalene, Crude	19	536
Peat Moss	2	28
Plums, Fresh	1	14
Rubber	4	140
Scrap Bagging and Bags	4	82
Scrap Battery Plates	7	308
Seeds	3	51
Sisal and Flax Fibre	96	1,620
Sisal Waste and Cordage Waste	9	144
Steel, Structural	22	606
Sugar	6	202
Sulphur	1	40
Tallow	1	33
Tanning Extract	13	378
Tapioca Starch	3	99
Twine	3	65
Veneer	5	95
Whiskey	1	19
Wool	55	958
TOTAL	759	17,890

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STATEMENT OF CARLOAD SHIPMENTS ORIGINATING LOCALLY AT PHILADELPHIA, PA., STATIONS DURING 1955 AND 1956 ON THE BALTIMORE AND OHIO RAILROAD, PENNSYLVANIA RAILROAD AND READING COMPANY AND FORWARDED TO NEW YORK, N.Y., FOR EXPORT.

[fol. 3536]

COMMODITIES	NUMBER OF CARS	NUMBER OF TONS
Acids, N.O.S.	3	87
Airplane Parts	3	25
Alcohol and Alcoholic Liquors	4	124
Ammunition and Explosives	7	261
Animals and Products	1	30
Army Supplies	3	35
Autos, Boxed	1	20
Building Materials	1	6
Cheese	1	15
Chemicals, N.O.S.	1	26
Cloth, Wool	2	50
Containers, Fibreboard	61	992
Containers, Metal	9	70
Cork Waste	10	103
Cotton Piece Goods	5	143
Crusher Parts	3	92
Eggs	1	15
Electrical Equipment and Parts	292	4,244
Food Products in Cans	177	6,660
Furniture, N.O.S.	1	20
Guns, Small Arms and Parts	2	15
Hides, Skins and Pelts	2	54
Lubricating Oil	9	171
Lumber and Shingles	1	24
Machinery and Machines	22	367
Machinery Parts	9	189
Manufactured Iron and Steel	57	1,652
Manufactures and Miscellaneous	5	84
Manganese Ore	2	104
Meats Fresh	4	56
Milk, Powdered	5	137
Paper, Toilet	7	108
Paperboard	20	329
Pipe, Iron or Steel	28	613
Poultry, Frozen	1	14
Railway Equipment Parts	6	93
Refrigerators and Freezing Apparatus	4	39
Rubber	4	143
Scrap Paper and Rags	13	209
Shaker Troughs	1	18
Soap and Cleaning Compounds	12	485
Sodium Products	1	51
Steel Beams	23	8,649
Steel Channels	1	8
Steel Pipe	5	81
Steel Rolling Mill	1	11
Steel Towers	3	18
Steel Tubing	1	57
Stoves and Ranges	1	12
Structural Steel	10	252
Sugar Bags	1	17
Switchboard	1	9
Tires, Locomotive	8	199
Tallow	1	22
Tanks, N.O.S.	1	12
Tower Sections	1	12
Thread Sewing	1	14
Vehicles, other than Motor	1	19
Waste Paper	1	19
Wrapping Paper	1	25
TOTAL	863	27,409

STATEMENT OF CARLOAD SHIPMENTS ORIGINATING LOCALLY AT BALTIMORE, MD., STATIONS INCLUDING SPARROWS POINT, MD., DURING 1955 AND 1956, ON THE BALTIMORE AND OHIO RAILROAD AND PENNSYLVANIA RAILROAD AND FORWARDED TO NEW YORK, N.Y., FOR EXPORT.

COMMODITIES	NUMBER OF CARS	NUMBER OF TONS
Ammunition	1	57
Animals & Products	2	60
Army Supplies	5	40
Autos, Passenger	4	47
Auto Parts	1	7
Auto Telephone Equipment	12	59
Bars, Iron or Steel	3	107
Bombs and Assemblies	42	733
Canned Food Products	28	740
Cast Iron Pipe	1	46
Cheese	3	47
Chemicals, N.O.S.	3	80
Cocoa Beans	3	76
Containers, Metal	23	239
Engines & Parts	1	43
Glassware & Bottles	9	179
Handbags & Luggage	2	16
Heaters	1	12
Hides, Green Salted	8	198
Household Goods	20	210
Household Utensils	19	197
Houses, Prefabricated	3	29
Iron or Steel Coiled Rods	9	464
Iron or Steel Nails or Wire	34	1091
Iron or Steel Manfd.	896	34649
Machinery & Machines	1	13
Machinery Parts	2	27
Manufactures - Miscellaneous	16	384
Meats, Cooked	44	903
Meats Fresh	46	895
Military Equipment	23	200
Pipe, Iron or Steel	321	12005
Poultry, Frozen	16	294
Railway Equipment Parts	6	164
Refrigerating & Freezing Equipment	1	5
Roofing Material	3	105
Sand	1	23
Scrap Iron	1	44
Scrap Rubber	1	57
Sugar	1	36
Steel Bulkheads	1	62
Steel Sheets	20	826
Steel Pipe Coils	1	47
Steelware, Sheet	1	12
Syrup, Refined	15	349
Tanks, N.O.S.	1	7
Tanning Extracts	1	24
Tinplate	16	571
Tires & Tubes	40	734
Tool Boxes	1	18
Tools	1	12
Trailers	2	9
Vehicles & Parts	6	58
	1722	57300

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Section No. 1

GENERAL SUPERIORITY OF PORT SERVICES
AT NEW YORK

The Port of New York, by Howard S. Cullman, Chairman
The Port of New York Authority, 1954

The Port of New York in World Trade, by Vincent A.G.O'Connor
Commissioner of the Department of
Marine and Aviation,
The City of New York, 1954

New York Port Ranks on Top in Commerce, Reprinted from
Journal of Commerce, December 28,
1954; with endorsement of Port
of New York Authority.

Marine Transport, Vol. 2, Published by the New York
Marine News Company - New York.
The World's Greatest Port, 1954

What Shippers Say:- as issued by the Port of New York
Authority.

Advantages of Shipping Via Port of New York, as issued
by The Port of New York Authority.

Why Shippers Choose the Port of New York, as issued by
The Port of New York Authority.

What a Shipper Seeks, prepared by Port Commerce Division,
Port Development Department, The
Port of New York Authority, September 1956

Non-Stop Trade Spells Speed and Economy, prepared by
Port Commerce Division, Port
Development Dept., The Port of
New York Authority, September 1956

News Release of May 13, 1957, by The Port of New York
Authority.

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[fol. 3540]

Vol. 2, Published by the New York Marine News Company

THE PORT OF NEW YORK

• The World's Greatest
• The Shippers' Choice

By HOWARD S. CULLMAN, *Chairman*
THE PORT OF NEW YORK AUTHORITY

IN 1797 THE PORT OF NEW YORK emerged as the leading port of the young United States, overcoming strong competition from other ports on the Atlantic Coast. In the following 157 years the nation grew spectacularly in every way, and its many fine harbors on the Gulf and West coasts were extensively developed along with those already thriving on the Atlantic. The New York-New Jersey Port, however, more than matched national growth by expanding its services and facilities to such a degree that its supremacy has never been threatened. Contributing to the bi-state port's leadership is the fact that it has consistently geared its development to suit the needs of shippers.

Cargo handling facilities are continually being built at the vast shipping center to give shippers the benefits of a modern port. Over $80,000,000 have been spent in the past seven years alone by The Port of New York Authority, the City of New York and private interests on marine terminal construction and other waterfront improvements. A still greater amount has been appropriated for up-to-date air, rail and highway projects in the Port of New York District during the same period.

A brief glimpse into the port's history reveals that even 150 years ago, piers, warehouses, inland transportation routes, banks and many specialized services were built or organized to handle a wide range of export and import merchandise. During its earliest days, the magnificent natural harbor's trade was in furs, and later, in the 1700's, flour became the predominant cargo handled. However, a transition from a single-commodity port to one handling many products took place when England entered the French Revolutionary conflict in 1793. At this time France utilized American shipping to a considerable extent and brought prosperity to New York's marine and mercantile interests. The boom was curtailed by the Embargo Act of 1807 and subsequent coastal blockades by the British, but by 1815 the port's piers became busy once again with goods of every sort from every place. The ensuing century and one-half of experience in handling diverse cargo enables the New York-New Jersey Port of today to offer shippers of all commodities unparalleled service.

Outstanding among the assets of the Port of New York are frequent and direct steamship departures to all major ports in the world. Cargo-carrying vessels leave the bi-state port more often than from any other. This is a distinct advantage to exporters because they have a wider freedom in scheduling shipments and do not have to be concerned about a consignment being "shut-out" from planned departures. They know another freighter will be leaving in a day or so for the same destination.

Frequency of steamship sailings is a particularly important factor in cases where a shipment is covered by a letter of credit or export license nearing its expiration date. If a shipment misses a sailing under these circumstances at the Port of New York, it can be loaded on a different ship shortly thereafter. If the same cargo were leaving via an outport it might have to wait two weeks or more for a freighter. In many cases, the longer wait would require a shipper to obtain new financial documents or export authorization and, in addition, the delayed freight would probably be assessed storage charges.

The range of steamship services at the world's greatest port is overwhelming in its superiority. In 1953, 25,210 vessels entered or left the vast port's channels, for an average of nearly 100 vessels every business day. These ships represent every seafaring nation outside the Iron Curtain and fly the house flags of about 170 steamship lines. Last year, an average of 1,309 calls per month were made by vessels clearing the Port of New York for 130 key foreign ports—the greatest number of scheduled stops to overseas points from the bi-state port in the past three years.

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[fol. 3541]

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With quick delivery of goods essential to most exporters and importers, New York's incomparable advantage of direct sailings is important to them in deciding which port to use. About 90 per cent of all the ships clearing New York for overseas destinations go direct without stopping at any other American port. Cargo at outports is loaded first; the freighters then proceed to complete their loading at the New York-New Jersey Port—their point of departure from the United States.

Shippers everywhere realize these advantages and appreciate what they mean in terms of time and money. In recent months, large movements of rubber belting destined for India were transported from Denver, Colorado to the Port of New York, simply because nearer ports did not provide adequate vessel sailings. The decision of the Denver firm to utilize New York Harbor is repeated thousands of times each year by export traffic managers in every section of the country—New England, the Midwest, the Southwest, the South and even the West Coast.

Striking examples of shippers' preference for the great port are frequent instances where factories are within 50 miles of a competitive port, yet export orders are routed to New York Harbor because of its advantages. Availability of excellent transportation services to haul the large volume of overseas cargo shipped from interior points to the port area is one of the determining factors. Quick and efficient inland movement of this traffic is assured by twelve railroads, approximately 750 over-the-road trucking firms and 29 major airlines which serve the port. The railroads and the motor carriers bring the products of every town with a rail spur or highway within reach of world markets via the Port of New York.

Because of the port's unique system of waterfront rail terminals and interconnecting waterways, flexibly operated railroad lighters and carfloats are used to transfer overseas freight to any ship anywhere in the harbor. This is another factor in expediting the movement of traffic through the port; vessels can load from or discharge into these harbor craft on their offshore sides at the same time that they are working cargo inshore at their piers. The result is a quicker turn-around for the steamer, and faster delivery of his goods for the shipper. The dual advantage of direct rail-to-keel transfer of goods is also available at the world's greatest port.

Exporters and importers also realize the value of the integrated multi-million dollar system of highways, bridges and tunnels which expedites the flow of between 8,000 and 10,000 long-haul trucks into the port area daily. Modern pier facilities and other terminals have been specially designed for convenient handling of trucks unloading and picking up cargo.

For those shippers whose commodities require the fastest delivery there is superb air cargo service between inland cities and the New York-New Jersey metropolitan area's four major airports—New York International, Newark, La Guardia and Teterboro. Paris, London, Rome, Geneva, Frankfort, Mexico City, San Juan, Lisbon and other of the world's important market places are less than a day's air travel from New York International, center of overseas air cargo and passenger flights in the United States. Everything from gems to elephants are borne by planes of 23 airlines serving the airport to and from every corner of the globe. Thus, in the air, as on the sea, it is the Port of New York that has the greatest number, the most frequent and widest range of services.

Some freight moving between the interior and seaboard does not require speed. Cargo of this type is usually bulky material shipped in large quantities. Many shippers of commodities in this category favor New York Harbor because of its inland water route to the Midwest, the up-to-date and well-maintained New York State Barge Canal System, and the equally modern motorized barges which traverse it. Typical of the cargo hauled by these craft is a recent shipment of 3,200,000 pounds of Chilean copper in pig form to Cleveland, Ohio. The Chilean copper was discharged directly to a motorship from an ocean-going vessel at a Brooklyn pier and delivered to the Ohio metropolis about five days later.

Another reason why shippers route cargo via New York is the availability of intercoastal and coastal steamship services to Gulf and West Coast ports. Vessels in this trade are regular ocean-going freighters providing economical shipment for large-scale movements of goods between domestic ports and their adjacent areas.

Importers and American distributors of foreign-made products prefer the New York-New Jersey Port because they are confident that experienced stevedores will discharge their cargo rapidly and in a damage-free condition. They are also aware of the advantages secured from the prompt and expert appraisals rendered by the port's qualified customs personnel who know imports from A to Z. And of major importance to them, too, is New York's nearness to great industrial and consumer markets.

Still other shippers determine that New York Harbor is their best bet because the big port offers a wide selection of freight forwarders who efficiently handle the necessary documentation and shipping arrangements that have to be prepared for every shipment. More foreign freight forwarders and customs brokers have their headquarters here than in all the other United States ports combined. Closely allied to the location of the forwarders at the world's greatest port is the fact that the center of foreign trade banking services is found in New York City. These banks finance three-fourths of all the nation's foreign commerce. Similarly, marine insurance firms also center their operations at New York to underwrite an equally large portion of overseas shipments.

Some shippers have their own special reasons for using the port, but most prefer it because it is a composite of what has been described here. These are the things which have benefited shippers for more than 150 years and have maintained the supremacy of the Port of New York, the

[fol. 3542]

THE PORT OF NEW YORK IN WORLD TRADE

By
Vincent A. G. O'Connor
Commissioner of the Department of Marine and Aviation
The City of New York

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THE importance and the vital significance of the position which the Port of New York occupies in world trade, and in the domestic economy of the United States, ever has been readily acknowledged—never successfully challenged. It stands alone as the foremost seaport in the world offering to the international trader a shipping center possessed of unparalleled facilities instantly available, and a capacity for the handling and transporting of cargoes impossible of duplication anywhere else on the face of the earth. It far surpasses all others, too, in the field of collateral services in offering the ready availability of the world's leading banking institutions, insurance companies, foreign freight forwarders and customs brokers.

Endowed by nature with one of the largest and finest of sheltered deep-water harbors it remained only for the human qualities of foresight, skill and determination to aggressively assert themselves to impell the progressive rise of the port to the position of preeminence it enjoys today. Over the years an extraordinary measure of these qualities have been invested in this port—and they are still being invested in large substance today, as exemplified by the fact that millions of dollars are being spent today—and many more millions will be spent in the immediate years ahead—to further broaden the port's value and its advantages to world traders.

As they exist today, the port's basic advantages are far superior to anything of like nature offered elsewhere. Significant of this is the simple fact that more than 75% of this nation's foreign trade is financed by New York's national and international banking interests. The highly trained and smoothly functioning foreign departments of these banking institutions handle with ease and dispatch any of the many intricate problems which may attend modern world trade.

More than 500 firms devoted to the responsibility of foreign freight forwarding present the shipper with the widest possible choice of one or more best suited to his needs, and the services of more than 200 custom house brokers are available to the importer for the handling of incoming shipments, their passage through customs, and for the payments of duties, etc. The resident regional office of the United States Customs Service endeavors to facilitate and expedite the movement of cargoes into and through the port by cooperating in every way possible with importers, and by avoiding delays in appraisal procedures.

The Port of New York's facilities for the handling of cargoes almost defy description. Every known mechanical device for the fast and efficient handling of freight is here—for every type of general cargo, and every type of bulk cargo. Objects weighing 200 tons or more and even fully loaded railroad freight cars are as easily whisked aboard ship as a small parcel may be tossed over a ship's rail. The port's stevedoring personnel, numbering some 30,000, are the best trained and the most highly skilled in the trade.

Approximately 400 covered piers are provided by the

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port. They vary in size, and are designed to accommodate in large quantity all types of vessels afloat from the smallest freighter to the largest superliner. Adjacent to, or close at hand to these waterfront installations are more than 19,000,000 square feet of warehouse space for storage—free or bonded.

More than 10,000 motor trucks serve the port every day. Twelve great railroads, nine of which are trunkline roads, provide rail connections between New York and all parts of the United States, Canada and Mexico. The railhead and auxiliary terminal facilities maintained by the railroads have a total capacity of more than 200% over normal requirements. Their fleet of harbor craft, used for the interchange of freight between railhead, pier and shipside, is the largest and most modern of its kind in the world.

Under the house flags of as many as 125 steamship lines more than 25,000 ships enter and leave the harbor each year. Their wide range of destination and the frequency of their sailings cannot be offered by any other port. Ninety percent of these vessels, upon leaving New York, go direct to a foreign port without an intermediate domestic stop.

Air cargo transportation, supplied by 26 international airlines, is available around the clock at this port. Sixteen scheduled domestic cargo-carrying lines connect with all parts of the United States, and countries below and above its borders.

With its unmatched on-shore facilities, and with the world's most highly developed means of transportation—over road and rail, through the skies and over the seas—the Port of New York offers shippers unexcelled service, —the fastest, the safest and most direct to every corner of the globe.

This is "The Port of New York in World Trade."

Downtown tip of Manhattan Island showing the mouth of the Hudson River—known locally as the North River—on the left; and the East River on the right. The piers on both rivers are among the 160 in the harbor owned by the City of New York and administered by its Department of Marine and Aviation. The Municipal Ferry Terminal (South Ferry), connecting Manhattan with Staten Island and operated by the Department of Marine and Aviation, can be seen in the center foreground together with two ferries. As indicated by their wakes, one is about to be moored, and the other has just left its slip en route to its destination in Staten Island down and across the harbor. Battery Park can be seen at the left.

(Marine & Aviation Photo)

Vol. 2, Published by the New York Marine News Company

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New York Port Ranks on Top In Commerce

MEMORANDUM

To: All Who Are Interested In International Trade

From: The Port of New York Authority

The newspaper article reprinted on this page appeared in the JOURNAL OF COMMERCE on December 28, 1954. It clearly points out what smart shippers have known for a long time-- that greater frequency of steamship service and more direct sailings to ports all over the world make it pay to ship "VIA NEW YORK".

We are proud of the many advantages which shipping via this port offers. Of all of these, however, the most important to you is unequaled steamship service.

We are pleased that the JOURNAL OF COMMERCE has granted us the privilege of bringing this important message to you.

Roger H. Gilman
Director of Port Development

Among the many reasons why the Port of New York continues to lead all other ports in the United States in foreign trade is the considerably higher degree of frequency in departures and arrivals of ships; as well as the fact that New York is often the last port of call for vessels leaving the country's east coast for destinations abroad, and because New York is also usually the first port of call for ships destined for more than one east coast port. For the shipper these factors represent important considerations. They add up to almost instant availability of a vessel for his shipment and its fastest possible dispatch to point of destination.

A typical day in this port's maritime traffic will see up to one hundred ships, sometimes more, entering or leaving the harbor. During the year 1954 they carried approximately one-third of all the United States general cargo foreign trade tonnage into and out of the Port of New York and, with little variance, that same proportion of tonnage has been handled by this port in peacetime years since the end of the first World War.

Typical Day

The frequency of service to all ports of the world that is available only at New York, and the absence of delay in finding accommodations for, and in the loading of cargoes and their swift dispatch to destination contributes to the economy of handling shipments, and conceivably works also toward helping to sustain a shipper's record of fast and efficient service to his own customers.

During 1954 regularly scheduled steamship lines operating out of the Port of New York offered an average of 1,250 calls a month at 130 key foreign ports, compared with an average of 1,300 a month in 1953.

These figures are not only impressive, but significant in that they indicate available savings in both time and costs in getting shipments to their destinations, for based on the average alone they show that ships sailing from the Port of New York call at 130 of the most important foreign harbors approximately once every three days; and service to many of these ports is considerably higher, averaging in some cases a daily call by a ship from New York. These includees such ports as: Amsterdam and Rotterdam, Holland; Antwerp, Belgium; Bremen and Hamburg, Germany; Genoa and Naples, Italy; Alexandria, Egypt; Manila, the Philippines; Kobe and Yokohama, Japan; Rio de Janeiro and Santos, Brazil; and Buenos Aires Argentina.

On the basis of major trading areas overseas, rather than individual foreign ports, the figures for the Port of New York should be equally as impressive and appealing to shippers an receivers of general cargo throughout the United States. Although last year witnessed a slight decline in the volume of U.S. foreign trade, the ship lines linking New York with a number of principal trading areas abroad actually stepped up their service. For example, they offered an average of 134 calls monthly at 13 Western Mediterranean ports compared with 101 in 1951; 88 calls at nine Eastern Mediterranean ports against 81 in 1951; 57 at nine Red Sea-Persian Gulf ports compared with 28; 147 calls at nine Far Eastern ports as contrasted with 101; and 108 calls at six East Coast South American ports compared with 87 two years earlier.

Wide Choice

Shippers who use the Port of New York have their choice of over 125 different steamship lines whose vessels fly the flags of 43 nations. A recent estimate showed 10 lines from New York serving the United Kingdom; 18 lines to France, Germany, Holland and Belgium; nine lines to Scandinavia and the Baltic; 22 lines to the Mediterranean, North Africa and the Levant; 14 lines to Spain, Portugal and the Azores; 13 lines to the south and east coasts of Africa; six lines to the west coast of Africa; 14 lines to India, the Red Sea and Persian Gulf; 14 lines to Burma, Malaya, Indochina, and the East Indies; 27 lines to Japan and the Philippines; six lines to the west coast of South and Central America; 21 lines to the east coast of South America; and 24 lines to the Caribbean.

According to the Bureau of Customs these companies brought a total of 8,720 vessels, whose combined net tonnage aggregated nearly 40 million tons, into this port last year to provide New York's unparalleled service. These included 2,876 American vessels, 1,185 Norwegian, 945 British, 475 Panamanian, 420 Dutch, 358 Danish, 317 Swedish, 307 German and 276 Japanese.

With this vast fleet of ships to choose from, a shipper using the Port of New York is always assured of the ultimate in marine transport service for his shipments whatever the countries with which he may trade. Indeed, many who have been tempted from time to time to move their general cargo through other ports, and for one reason or another have missed a sailing, are among New York's most enthusiastic supporters. One or two experiences of having to wait as long as three weeks to a month for another sailing to a desired port will serve to militate against even the most plausible claims of potential savings made by spokesmen for ports with less shipping service.

Trade Analysis

Impressive as may be the enormous volume of traffic moving through New York, the really significant features of the port are the diversity and complexity of its trade as well as the fact that approximately 40 per cent of the total dollar volume of this country's foreign commerce moves through this great port.

SHIP VIA
PORT OF NEW YORK

For Latest Shipping Information Consult:

THE PORT OF NEW YORK AUTHORITY
111 8th Ave. - New York 11, NY

U.S. Trade Promotion Offices

Chicago
105 West Monroe Building
Chicago 3, Illinois

Cleveland
925 Euclid Avenue
Cleveland 14, Ohio

Washington
1001 Connecticut Ave., N.W.
Washington 6, D.C.

Latin American
Trade Promotion Office
Avenida Presidente
Vargas 642
Caixa Postal 5207
Rio de Janeiro, Brazil

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3545

Vol. 2, Published by the New York Marine News Company

MARINE TRANSPOR

AMONG the scores of reasons why the Port of New York continues to lead all other ports in the United States in foreign trade is the considerably higher degree of frequency in departures and arrivals of ships; as well as the fact that New York is often the last port of call for vessels leaving the country's east coast for destinations abroad, and because New York is also usually the first port of call for ships destined for more than one east coast port. For the shipper these factors represent important considerations. They add up to almost instant availability of a vessel for his shipment, and its fastest possible dispatch to point of destination.

A typical day in this port's maritime traffic will see up to one hundred ships, sometimes more, entering or leaving the harbor. During the year 1953 they carried approximately one third of all the United States general cargo foreign trade tonnage into and out of the Port of New York and, with little variance, that same proportion of tonnage has been handled by this port in peacetime years since the end of the First World War.

The frequency of service to all ports of the world that is available only at New York, and the absence of delay in finding accommodations for, and in the loading of cargoes and their swift dispatch to destination contributes to the economy of handling shipments, and conceivably works also toward helping to sustain a shipper's record of fast and efficient service to his own customers.

During 1953 regularly scheduled steamship lines operating out of the Port of New York offered an average of 1,309 calls a month at 130 key foreign ports, compared with an average of 1,270 a month in 1952 and 1,172 a month in 1951.

These figures are not only impressive, but significant in that they indicate available savings in both time and costs in getting shipments to their desinations, for based on the average alone they show that ships sailing from the Port of New York call at 130 of the most important foreign harbors approximately once every three days; and service to many of these ports is considerably higher, averaging in some cases a daily call by a ship from New York. These

The illustration at the head of this page has been reproduced from one of the best photographs ever taken of a waterfront skyline scene in the Port of New York. It appears in this volume by courtesy of The Port of New York Authority, and shows the lower part of Manhattan Island and the starting point of its west side piers from the air over the Hudson (North) River. . . . The vessel in the foreground is the SANTA SOFIA, one of the sleek, modern combination cargo-passenger ships of the Grace Line, leaving port for South America.

[fol. 3546]

3546

include such ports as Amsterdam and Rotterdam, Holland; Antwerp, Belgium; Bremen and Hamburg, Germany; Genoa and Naples, Italy; Alexandria, Egypt; Manila, the Philippines; Kobe and Yokohama, Japan; Rio de Janeiro and Santos, Brazil; and Buenos Aires, Argentina.

On the basis of major trading areas overseas, rather than individual foreign ports, the figures for the Port of New York should be equally as impressive and appealing to shippers and receivers of general cargo throughout the United States. Although last year witnessed a slight decline in the volume of U.S. foreign trade, the ship lines linking New York with a number of principal trading areas abroad actually stepped up their service. For example, they offered an average of 134 calls monthly at 13 Western Mediterranean ports compared with 101 in 1951; 88 calls at nine Eastern Mediterranean ports against 81 in 1951; 57 at at nine Red Sea-Persian Gulf ports compared with 28; 147 calls at nine Far Eastern ports as contrasted with 101; and 103 calls at six East Coast South American ports compared with 87 two years earlier.

Shippers who use the Port of New York have their choice of over 125 different steamship lines whose vessels fly the flags of 43 nations. A recent estimate showed 10 lines from New York serving the United Kingdom; 16 lines to France, Germany, Holland and Belgium; nine lines to Scandinavia and the Baltic; 32 lines to the Mediterranean, North Africa and the Levant; 14 lines to Spain, Portugal and the Azores; 13 lines to the south and east coasts of Africa; six lines to the west coast of Africa; 14 lines to India, the Red Sea and Persian Gulf; 14 lines to Burma, Malaya, Indochina, and the East Indies; 27 lines to Japan and the Philippines; six lines to the west coast of South and Central America; 21 lines to the east coast of South America; and 24 lines to the Caribbean.

According to the Bureau of Customs these companies brought a total of 8,720 vessels, whose combined net tonnage aggregated nearly 40 million tons, into this port last year to provide New York's unparalleled service. These included 2,876 American vessels, 1,185 Norwegian, 845 British, 475 Panamanian, 420 Dutch, 358 Danish, 317 Swedish, 307 German and 276 Japanese.

With this vast fleet of ships to choose from, a shipper using the Port of New York is always assured of the ultimate in marine transport service for his shipments whatever the countries with which he may trade. Indeed, many who have been tempted from time to time to move their general cargo through other ports, and for one reason or another have missed a sailing, are among New York's most enthusiastic supporters. One or two experiences of having to wait as long as three weeks to a month for another sailing to a desired port will serve to militate against even the most plausible claims of potential savings made by spokesmen for ports with less shipping service.

Impressive as may be the enormous volume of traffic moving through New York, the really significant features of the port are the diversity and complexity of its trade

Piers like these stretch out into the Hudson (North) River along Manhattan Island's west side for a distance of several miles. They accommodate freight and passenger ships from the world over arriving and departing in almost endless procession. The larger legend-bearing pier in the center foreground is in the middle of three occupied by the renowned "Great White Fleet" operated by the United Fruit Company. (PA aerial photo)

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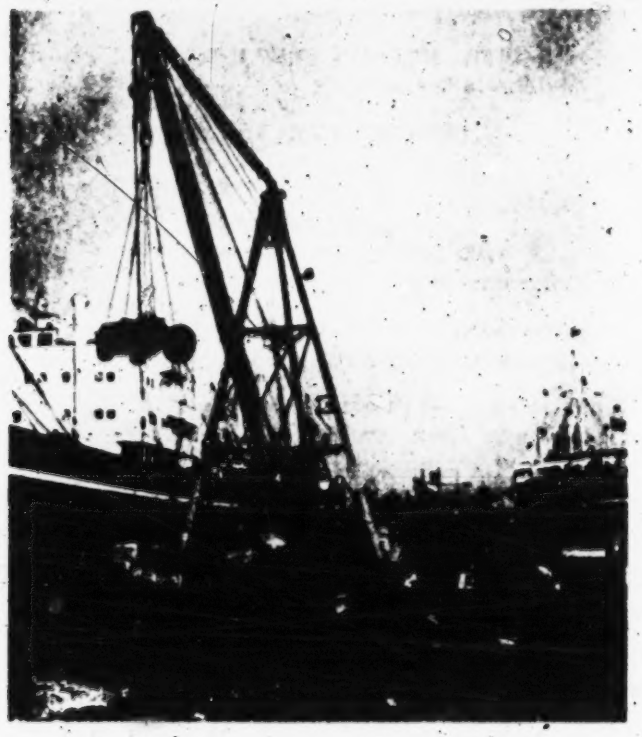
Fast, direct loading and unloading between ship and railroad is done at many areas in the Port of New York.

A fleet of barges and lighters with cargo to be taken aboard berthed ship which simultaneously can be loaded with other cargo from the pier. Below: Heavy motor vehicles and tractors being loaded aboard ship which also can take cargo from pierside. There is no lost time in such operations.



as well as the fact that approximately 40% of the total dollar volume of this country's foreign commerce moves through this great port.

In the first six months of last year, for example, importers brought in through this port the following proportions of the nation's major requirements from abroad:

66.7% of all U.S. imports of fresh meat
53.2% of canned fish
48.8% of hides and skins
57.8% of fresh fruit
58.4% of canned fruit
76.1% of nuts
79.9% of edible vegetables oils
74.8% of inedible vegetable oils
46.2% of coffee
71.6% of cocoa beans
61.4% of tea
70.5% of table beverages
85.6% of spices
71.6% of liquors and wines
62.3% of rubbers and gums
82.8% of naval stores
96.0% of castor beans
80.5% of cotton manufactures
42.6% of lumber and shingles
59.1% of paper base stocks
100.0% of fuel oil
60.9% of clay products
51.0% of scrap iron, steel and tin plate
73.2% of aluminum
93.9% of refined copper
56.8% of lead
87.6% of tin
90.1% of zinc
46.5% of industrial chemicals

During the same period exporters shipped through the Port of New York:

78.2% of all U.S. foreign sales of meat
56.8% of animal oils and fats
60.5% of edible vegetable oils
53.7% of inedible vegetable oils
83.2% of coffee
89.3% of cocoa
62.1% of liquors and wines
85.4% of tires and tubes
60.1% of cotton manufactures
80.8% of synthetic fibres and manufactures
66.0% of miscellaneous textile products
45.4% of newsprint
53.0% of glass
52.4% of clay products
45.9% of steel products
78.5% of electrical machinery
63.4% of engines, turbines and parts
49.7% of construction machinery
66.8% of machine tools
62.8% of textile and shoe machinery
65.9% of miscellaneous industrial machinery
50.7% of agricultural machinery
87.2% of vehicles
57.1% of railway locomotives, cars and parts
83.4% of vehicle parts and accessories
52.7% of coal-tar products
71.2% of medical preparations
57.0% of chemical specialties

It takes outstanding ability, exceptional versatility and the best in modern facilities to handle overseas traffic in such enormous volume and diversity of type. No other port can do it, but the Port of New York has been doing it easily, almost effortlessly, for countless years.

This manner of service and capacity for performance constantly are available to international traders and shippers throughout the world at "The World's Greatest Port."

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WHAT SHIPPERS SAY:—

"ECONOMICAL AND EFFECTIVE"

"We have found your mixed carload method of shipping ideally suited to the problems faced every day in the export of pharmaceuticals. As you know, most of our orders are high in value but relatively low in weight and volume, giving us a great many individual shipments to handle at one time. Our cars carry an average of twenty-five individual shipments each.

"The selective loading of cars under a multiple delivery arrangement has resulted in a very economical and effective over-all operation.

"Our present schedule, based on the above, is seven days from the time we load out our cars until the carrying vessel clears New York Harbor. And we make it."

"MANY ADVANTAGES"

"We have been shipping from our factory for many months now through The Port of New York Authority combined carloads for export.

"In accumulating freight for a full carload, we are able to obtain the following advantages:

1. Faster movement from factory to port than on L.C.L. shipment.
2. Reduced freight costs, in that carload rate applies instead of less-than-carload rate.
3. Reduced transfer charges at New York, since combined deliveries can be made, grouping shipments for delivery purposes to one steamship company; thereby taking advantage of two free deliveries and three minimum rate deliveries at New York.

"We can recommend this type of movement to export shippers who are able to accumulate a carload lot by holding shipments for a week or ten days."

"VERY SATISFACTORY"

"We have found the operation of mixed export carloads through the Port of New York to be very satisfactory. We have been operating in this manner for approximately a year and a half and have encountered very little difficulty. At the same time, we have, of course, effected a considerable saving in inland freight in shipping in mixed export carloads as against shipping in less than carload quantities."

THE PORT OF NEW YORK AUTHORITY
PORT COMMERCE DIVISION
111 Eighth Avenue, New York 11, N.Y.

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[Fol. 3549]

ADVANTAGES OF SHIPPING VIA PORT OF NEW YORK

1. GEOGRAPHICAL ADVANTAGES

The best natural deep-water harbor in the world.

A large protected anchorage basin within a short run to the pier area.

Over 200 piers, 130 shedded, available for berthing over 400 ships at one time.

Only 9 miles from the piers to the open sea via deep, wide channels.

2. CARGO MOVEMENT FACILITIES

11 major railroads provide fast service to all sections of the United States.

Largest railroad storage yards in the world.

Unequalled steamship services and greater frequency of sailings to all parts of the world provided by 170 steamship lines.

85% of all sailings are direct to destination with no intervening ports of call.

300 motor truck transportation companies provide quick distribution to railheads, warehouses, nearby states, or general distribution within the port.

3. THE LIGHTERAGE SYSTEM

4000 shallow draft harbor vessels facilitate the movement of cargo from rails to shipside.

The lighterage system enables every railroad serving the port to move freight to any vessel in the harbor regardless of its location.

The lighterage system permits simultaneous loading and discharging of ships on the offshore side of the vessel, as well as to trucks and cars at the terminal. The ability to handle cargo from both sides of the ship materially reduces the turn-around time of the vessel.

4. AIDS TO MARINE OPERATIONS

An adequate supply of fuel oil for ship bunkers is always available in New York Harbor which is serviced by one of the largest concentrations of petroleum refineries and tank storage facilities in the United States.

Heavy-lift equipment immediately available for loads up to 300 tons.

Unequalled ship repair facilities within the harbor area.

Superior warehouse and storage facilities.

5. FINANCIAL AND COMMERCIAL ADVANTAGES

Banking facilities for the financing of foreign trade are largely concentrated in New York. 75% of all U.S. foreign trade is financed through New York banks.

New York is the headquarters for principal marine insurance underwriters.

More than 1000 freight forwarders and Custom House brokers are located in the Port District.

There is an ample labor market.

A huge domestic market is available in the New York-New Jersey area for the consumption of imports.

For port information consult:

THE PORT OF NEW YORK AUTHORITY

111 Eighth Avenue New York 11, N.Y.

TRADE DEVELOPMENT OFFICES

EASTERN
32 Broadway
New York 4, N.Y.

CHICAGO
Prudential Building
Chicago 1, Ill.

CLEVELAND
Terminal Tower
Cleveland 13, Ohio

WASHINGTON
1001 Connecticut Ave., N.W.
Washington 6, D.C.

LATIN AMERICAN
Avenida Presidente Vargas 642
Rio de Janeiro, B. G.

[Col. 3550]

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WHY SHIPPERS CHOOSE THE PORT OF NEW YORK

1. It is the shipping center of the world. An average of approximately twelve thousand vessels a year, carrying the flags of one hundred and seventy steamship lines, enter the harbor to discharge and pick up cargo and passengers. The range and frequency of sailings at the New York-New Jersey Port are unequalled by any other port in the United States.

2. It is the rail gateway to the United States. Twelve railroads, including nine trunkline roads, connect the port district directly to all of the major industrial sections east of the Mississippi and to all other areas of the United States, and Canada and Mexico as well, by means of interlocking railroads.

3. It is one of the country's major centers of truck transport. From eight to ten thousand long-haul trucks serve the port district daily, connecting the port with almost every community in the nation and carrying an ever-increasing variety of import and export goods.

4. It is the aerial gateway to the nation for passengers, cargo, and air mail. Its four major airports, serving all sections of the area, make up the world's greatest regional airport system. Thirty-six certificated and scheduled domestic and foreign airlines join this aerial gateway to leading cities of the nation and the world.

5. It is the focal point of the New York State Canal System—once the major transport link between the Midwest and the East Coast, and today a continuing means of low cost transport to the nation's interior.

6. It has many modern terminals which serve all lines of transport linking the port district to the nation and all ports of the world.

7. It is the center of a vast organization of men and equipment which maintains a continuous flow of freight and passengers between terminals and ships and other lines of transport.

8. It offers the greatest concentration in the world of agencies and experts whose business is to serve the shipper expeditiously.

9. For the continuing development and protection of its commerce the two States established The Port of New York Authority. As the joint agency of the States of New York and New Jersey, the Port Authority works today for the port of tomorrow.

THE PORT OF NEW YORK

CROSSROADS OF WORLD TRADE

The Port of New York stands unique among seaports of the world for these basic reasons:

1. It is the world's busiest freight platform for the two-way exchange of cargo between vessels, land and air carriers.

2. It is the world's busiest passenger platform for daily commuters, for visitors entering and leaving the country, and for passengers domestic bound to and from all points of the continent.

3. It is one of the world's leading centers for the manufacturing and processing of products and goods distributed throughout the nation and the world.

4. It is the world's most heavily concentrated consumer market.

5. It is for people in all lands a common symbol of what can be achieved by a nation dedicated to freedom and enterprise.

THE PORT OF NEW YORK AUTHORITY

111 EIGHTH AVENUE

NEW YORK 11, N. Y.

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[fol. 3551]

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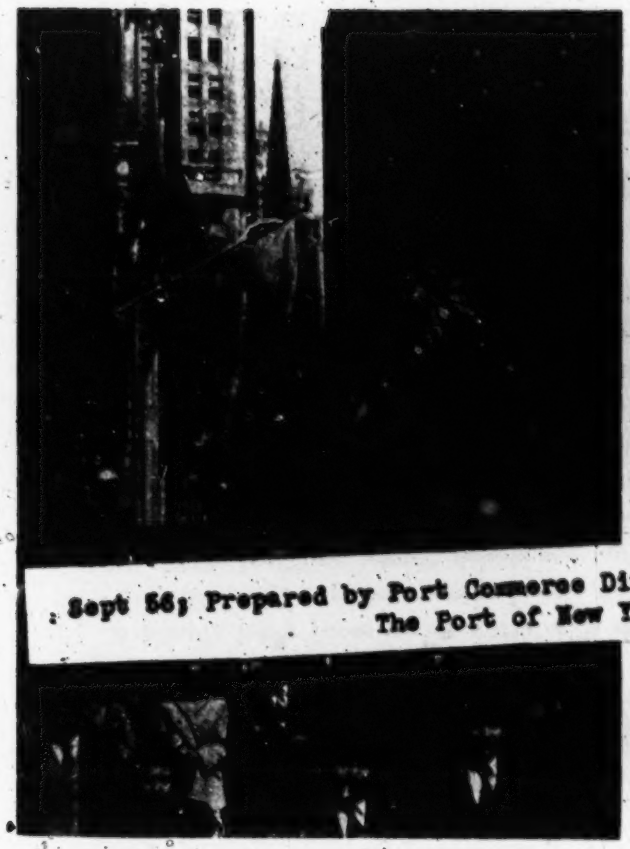
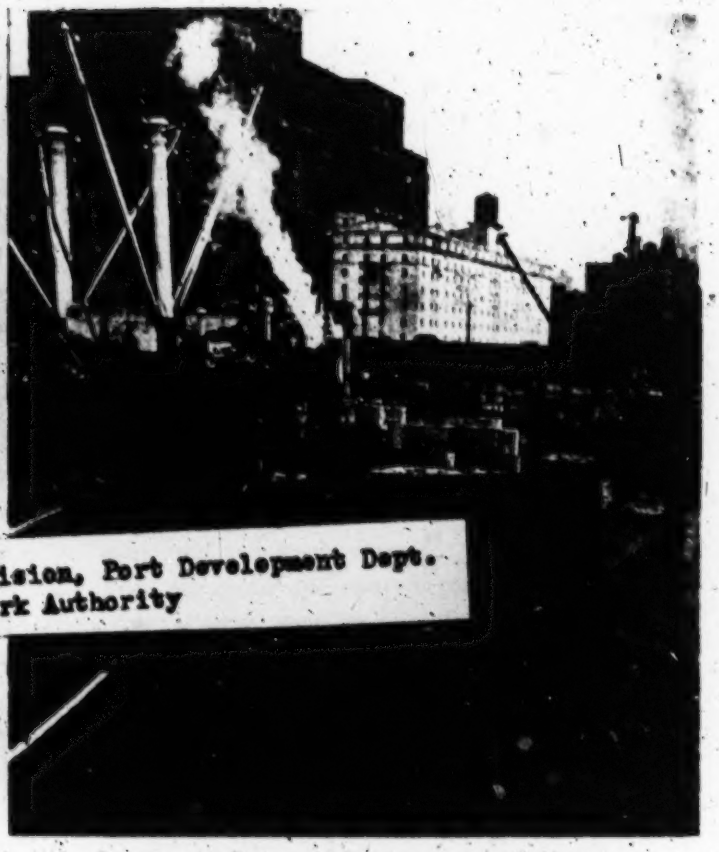




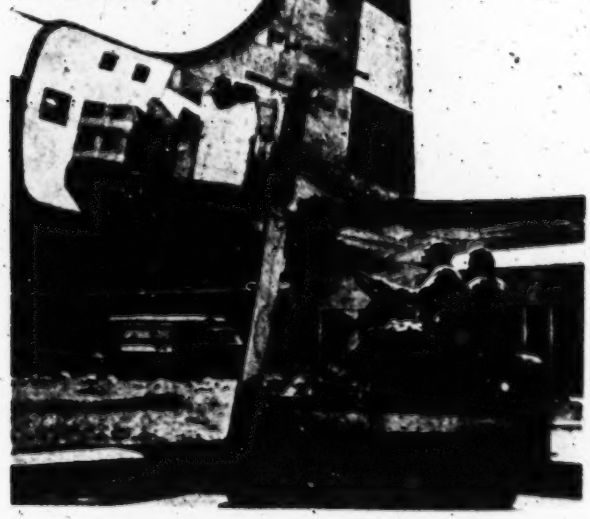
Sept 86; Prepared by Port Commerce Division, Port Development Dept.
The Port of New York Authority

The 1,500 square-mile Port of New York District is the home and working place of thirteen million people.

Superior facilities and services are available for the transfer, loading and unloading of cargoes.

[fol. 3552]

ENDOWED by nature with the world's finest system of harbors and waterways—and improved by man—the Port of New York has become the major gateway for commerce between the United States and the rest of the world. It can be compared to a huge freight platform upon which goods in transit are exchanged among sea, land and air carriers, and are sent on to their ultimate de[illegible] in the shortest possible time and wit[illegible]atest efficiency and economy.



What a Shipper Seeks

What a shipper looks for in a port is variety of service, capacity, speed, frequency, and directness of transport. He requires adequate terminal and warehouse facilities and the most efficient means for transferring, loading and unloading his shipments. He demands and is entitled to responsible handling of his goods. And finally, he requires economy—the lowest aggregate cost of shipping his goods, not merely in freight charges but also in over-all terms that include reaching his markets on time and assuring ultimate satisfaction to his customer.

The Port of New York fulfills these requirements, as demonstrated by the size, scope and efficiency with which it handles its commerce. All of the Port's values add up to the following advantages to the shipper:

1. More lines of transport connect the Port

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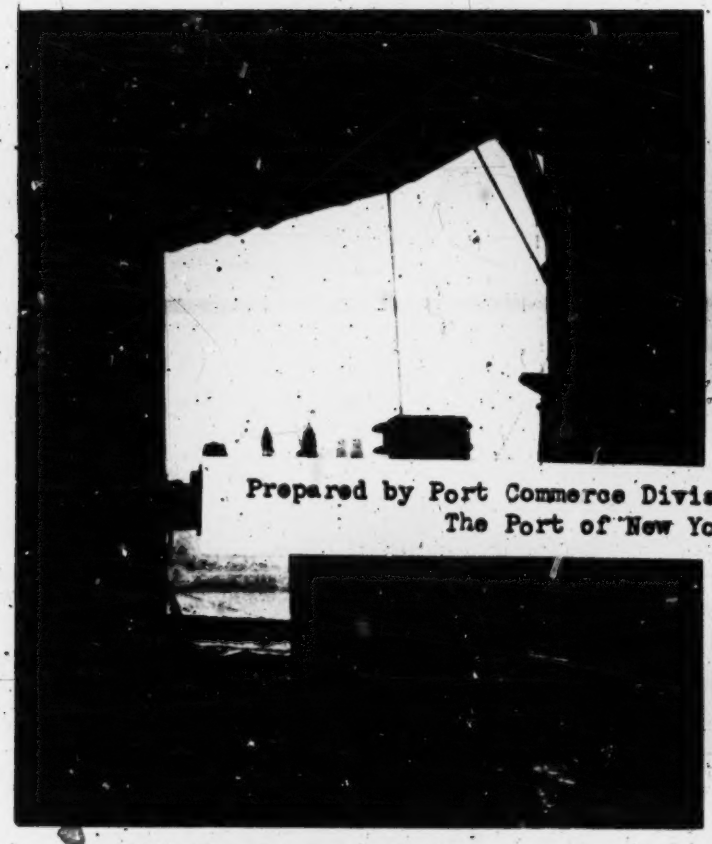

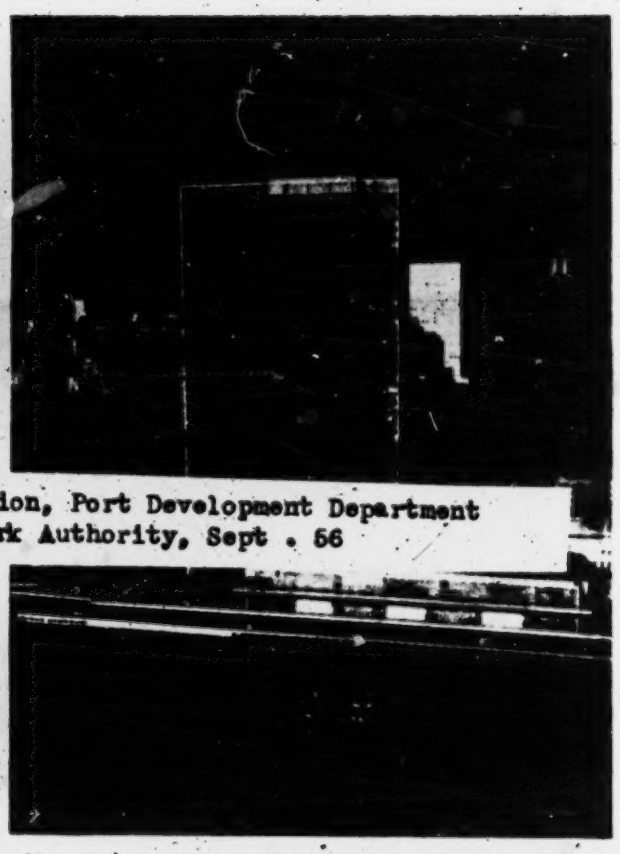

Prepared by Port Commerce Division, Port Development Department
The Port of New York Authority, Sept . 56

A skilled labor force teamed with an unsurpassed variety of mechanical equipment serves the shipper.

The United Nations headquarters in midtown Manhattan. World Capital of freedom-loving people.

with all parts of the United States and the rest of the world than are available at any other port.

2. More frequent and direct service by land, water and air carriers, to all points, than are provided at any other port.

3. As a freight platform, the Port has an available labor force which works with skill and efficiency, superior terminal and transportation facilities, ample warehouse facilities of every kind, and an unsurpassed variety of mechanical equipment for transferring, loading and unloading all types of cargo safely and swiftly.

4. Many service agencies engaged in packaging, storing, forwarding, insuring and customs clearance with the "know-how" based on long experience.

5. The Port is world headquarters for all agencies, businesses and institutions essential to the most expeditious movement of goods in international trade.

6. The nation's first foreign trade zone, located in Staten Island.

7. It is the leading manufacturing and processing center of the world, and the leading consumer of goods used in these functions.

8. It is the home of thirteen million people and, therefore, the world's most heavily concentrated consumer market.

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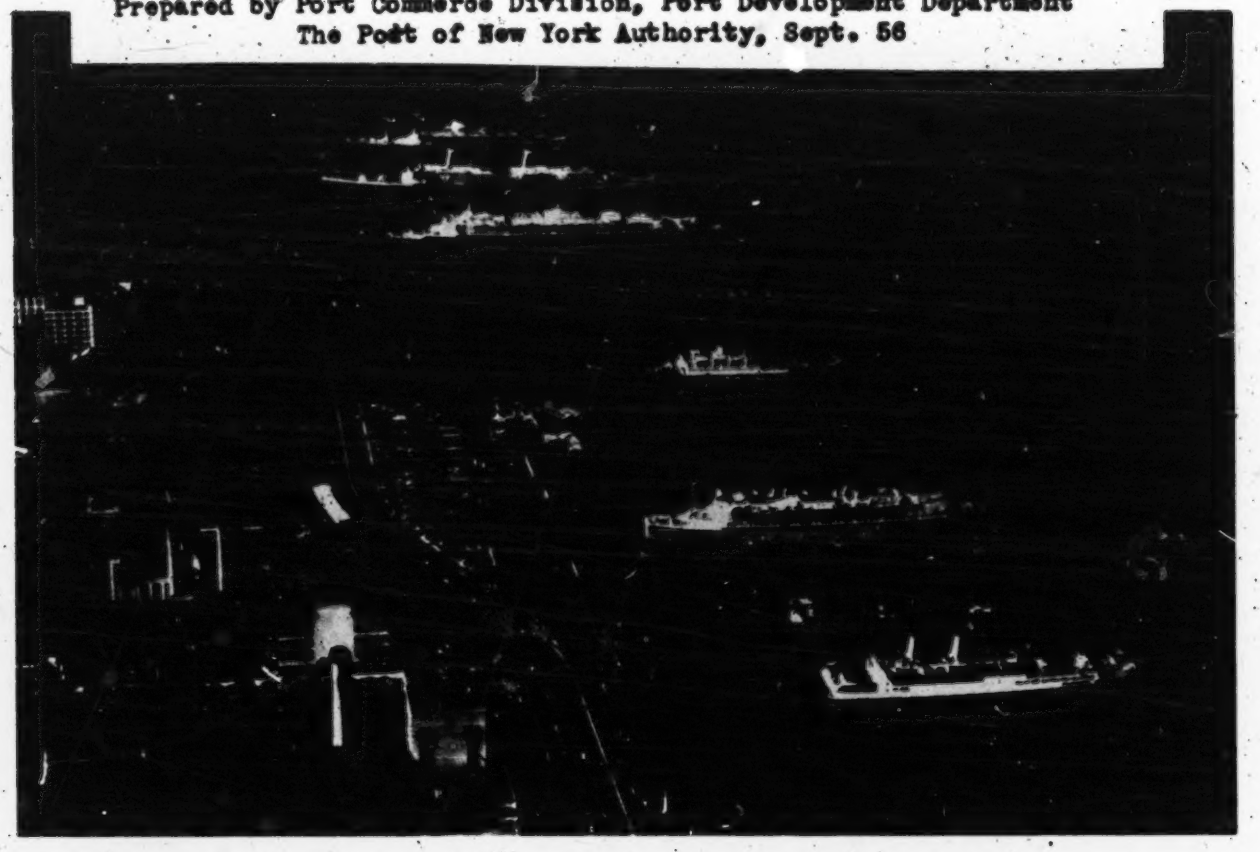

Four hundred ocean-going vessels can be berthed simultaneously at two hundred deep-water piers.

In recent years an average of 25,000 vessels a year, carrying the flags of more than a hundred and seventy steamship lines which regularly serve the Port, have entered and cleared the harbor to discharge and pick up cargo and passengers. The average annual tonnage of this freight which passes over the waters of the Port Area is in the neighborhood of one hundred and forty million tons, including local harbor freight and over thirty-five million tons of foreign commerce which represents approximately 44 per cent of the total dollar volume of United States oceanborne foreign trade.

From the standpoint of versatility and flexibility of service, the Port offers a range and choice of rapid trans-shipment which are hard to duplicate. The 25,000 ship movements each year, considered on a 'round-the-clock, day-to-day basis, average one ship movement every twenty minutes, throughout the year.

Non-Stop Trade Spells Speed and Economy

Of vital importance to the shipper is the fact that the great bulk of this Port's foreign trade is non-stop; that is, it moves directly to and from foreign ports with no intermediate stopovers at other United States ports, providing the maximum in speed of delivery. Inbound cargo ships discharge first at this Port, then proceed to other United States ports, returning here for completion of loading. Some of the larger cargo liners and express ships carrying passengers serve only the Port of New York, which is a primary consideration for the shipper to whom time is money.

On nearly any day of the week the list of ship arrivals and departures represents every maritime nation on earth, and the names of the world ports they connect are as varied as the cargoes they carry.

The marine terminals at the Port of New

[fol. 3554]

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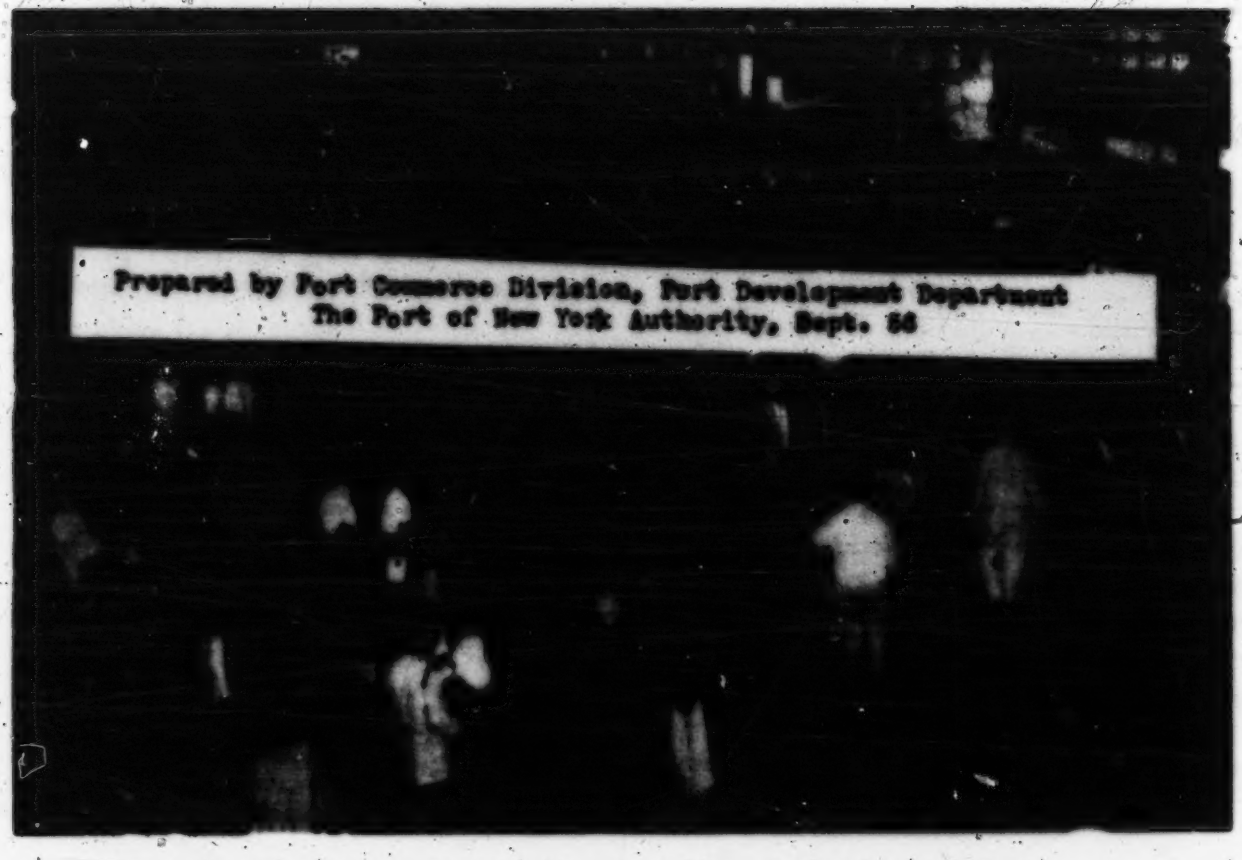

Over 900,000 international travelers enter and leave the Port by ship each year.

York utilized by the steamship lines include 200 deep-water piers capable of berthing 400 ocean-going ships simultaneously. These facilities, for the most part, are owned by waterfront municipalities, The Port of New York Authority, or private interests. They are normally leased to the steamship lines for their own operations. A number of piers are operated as public terminals and some are operated by stevedore companies.

There is hardly an item of general cargo which is not handled at the Port. In fact, this very ability to accommodate a great variety of shipments has become one of the keystones of its success. It is all in the day's work here, for example, to dispatch a locomotive aboard ship as efficiently as to unload a carton of Swiss watches.

Many ports handle special commodities. Seventy-five per cent of their cargoes may be made up of one, two or three commodities. They are geared to handle coal, oil, lumber, grain or iron ore. The Port of New York, however, handles every kind of cargo. It has efficient facilities for the handling of grain, lumber and oil. But first and foremost it is a general cargo port. This means that it is equipped and experienced to handle anything, from canned soup to machinery.

No story of the New York-New Jersey Port's shipping, however brief, would be complete without mention of the color and excitement of the great fleets of passenger vessels which have long made this harbor the crossroads of the world's ocean routes. No other port has welcomed so many travelers or started so many on their way.

While dedicated to the service of the passenger, these liners carry a limited amount of express freight. Their speed and quick turnaround make them particularly attractive for goods of high value or perishability. This is a speedy service which only the Port of New York can offer the shipper.

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THE PORT OF NEW YORK AUTHORITY

111 Eighth Avenue at 15th Street New York 11 NY

LEE K. JAFFE
DIRECTOR OF PUBLIC RELATIONS
ALGONQUIN 5-1000

FOR RELEASE: Monday
May 13, 1957

New York, May 13 - The New York-New Jersey Port handled 12,891,689 long tons of foreign trade general cargo in 1956, the greatest volume of any United States port, according to an announcement made today by Donald V. Lowe, Chairman of The Port of New York Authority. This figure represents an increase of 130,981 tons or 1.0 per cent over the 12,760,708 tons which moved through the Port in 1955.

The New Jersey-New York Port is the recognized leader in the handling of general cargo. General cargo provides more employment of labor and port facilities of all kinds than does bulk cargo, which is generally handled through mechanically operated and industrially owned terminal facilities, and requires less port labor

Total United States oceanborne export-import general cargo showed an increase of 7.7 per cent, from 46,100,369 long tons in 1955 to 49,737,792 tons last year. New York's share of the total national volume of general cargo trade was 25.9 per cent in 1956, a reduction of 1.7 percentage points under the 27.6 per cent share in 1955. This is an indication of the effects of the growth of cargo tonnage sources in areas served by competitor ports and the inland rail rate structures that favor the movement of cargoes to competitor ports.

Bulk cargo movements, including coal, petroleum, ores and grain moving through the New Jersey-New York District were 23,353,814 tons in 1956 as compared

more

[fol. 3556]

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with 22,873,012 tons in 1955, an increase of 2.1 per cent. The total volume of bulk cargoes moving through all United States ports showed a larger gain than at the New York-New Jersey Port, increasing from 168,625,721 tons in 1955 to 210,069,017 tons in 1956 or 24.6 per cent.

The total tonnage of foreign trade through the New York-New Jersey Port, comprising both general cargo and bulk cargo, was therefore 36,245,503 long tons in 1956 as compared with 35,633,720 tons in 1955, an increase of 1.7 per cent. This compares with an increase of 20.9 per cent for total United States foreign trade tonnage, from 214,810,891 tons to 259,806,809 tons. New York thus handled 14.0 per cent of the total national tonnages in 1956, as compared with 16.6 per cent in 1955

The value of total foreign trade tonnage via the New York-New Jersey Port in 1956 was $7.9 billion, an increase of 2.5 per cent over 1955. New York's valuation in 1956 represents a 43.5 per cent share of total United States value, a decrease of 0.2 per cent from the previous year.

The foreign trade figures represent special compilations and analyses prepared by the Port Authority from basic data of the United States Bureau of the Census.

Chairman Lowe states that the Port Authority's trade development, promotion and protection program and its port development activities have been effective instruments in the promotion of New Jersey-New York Port business during the period covered by the report and in minimizing the loss of Port business due to the discriminatory rail-rate differential system.

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"The Port Authority's marine development program at Port Newark, Hoboken, and Brooklyn are important factors in assuring the modern shipping facilities in this premier port," he continued. "Such development is required to meet the competition of other ports and the threat of future competition from the St. Lawrence Seaway to the Port of New York's commerce.

"New York offers so many positive advantages to exporters and importers that they prefer the Port of New York because of its ability to handle their cargo movements most economically, efficiently, and expeditiously."

Mr. Lowe concluded that the New York-New Jersey Port offers far more frequent sailings and broader geographic coverage of shipment services to all important foreign trade areas than does any other port in the United States. Its banking, consular, forwarder and cargo handling facilities and services are unmatched anywhere else. It is the leading center for the marketing and distribution for all types of exports and imports, and is the favored location for most of the foreign purchasing missions and sales agencies maintained by other countries in the United States

The Port Authority analyses also revealed that the total increase of 130,981 tons in New York's general cargo trade was the result of an increase of 7,977 tons in exports and an increase of 123,004 tons in imports. In both instances, the overall trends here at the New York-New Jersey Port followed the national trends. The national volume of general cargo exports increased 13.0 per cent, from 23,882,168 tons to 26,987,413 tons. New York's volume went up 0.1 per cent, from 6,389,063 tons to 6,397,040 tons. For the country as a

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whole, general cargo imports increased 2.0 per cent, from 22,302,802 tons to 22,750,379 tons, as compared with an increase at New York of 1.9 per cent, from 6,371,645 tons to 6,494,649 tons. This small proportionate increase in exports resulted in the overall small decline in New York's share of the total national volume.

The increase at New York in bulk cargo movements was accounted for primarily by larger movements of import tanker cargo, and by a large increase in grain shipments. These were more than enough to counterbalance reduced shipments of foreign aid and smaller receipts of ores. Nationally, there were substantial increases in ore and tanker exports and imports and coal and grain exports, sharp declines in foreign aid exports and moderate quantitative changes in mineral imports.

The figures for 1955 and 1956 for the United States and New York Customs District are:

GENERAL CARGO FOREIGN TRADE: EXPORTS & IMPORTS
1955-1956
(Long Tons)

	Year	United States	New York
EXPORTS	1955	23,882,168	6,389,063
	1956	26,987,413	6,397,040
	Change	+ 3,105,245	+ 7,977
	%	+ 13.0	+ 0.1
IMPORTS	1955	22,302,802	6,371,645
	1956	22,750,379	6,494,649
	Change	+ 447,577	+ 123,004
	%	+ 2.0	+ 1.9
EXPORTS & IMPORTS	1955	46,184,970	12,760,708
	1956	49,737,792	+ 12,891,689
	Change	+ 3,552,822	+ 130,981
	%	+ 7.9	+ 1.0

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The Port Authority statement revealed that the increase in the general cargo exports through New York was compounded of a series of mixed commodity trends. In most instances, movements through New York were moderately higher or about the same as in 1955. The few notable exceptions were in edible vegetable oils, which increased very sharply in volume.

Particularly significant was the fact that the New York District accounted for 84.5 per cent of all automotive exports, 64.8 per cent of all miscellaneous industrial machinery exports, 50.9 per cent of edible animal oils and fats exports, 78.7 per cent of all electrical machinery exports and 98.0 per cent of all cocoa exports. It also handled more than 60.0 per cent of the total national volumes of miscellaneous meat, edible vegetable oils, coffee, automotive tires and tubes, flaxseed, wool, synthetic fibers, engines and turbines, machine tools, vehicle parts, and medicinal preparations. Its share of the largest export component, iron and steel products, however, increased from 33.2 per cent to 39.2 per cent.

On the import side, there were reduced movements of lumber, cork, refined copper, crude lead, coal tar products, and some food products. At the same time, New York recorded a substantial number of unusually high shares of the total national volume of many important commodities. The Port District, for example, accounted for about 70 per cent or more of the total national volumes of all nuts and preparations, edible vegetable oils, cotton manufactures, residual fuel oil, slab zinc, refined copper, spice imports, naval stores and gums, castor beans and inedible vegetable oils.

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In addition, the Port handled more than half of the total import national volumes of eleven other items. These include miscellaneous meat, certain fruits and vegetables, coffee, cocoa, wines and liquors, paper and paper products, clay products, crude rubber, hemp and manila, and crude aluminum.

Within the 30 to 50 per cent range were fish and products, hides and skins, miscellaneous vegetables, tea, dyeing and tanning materials, inedible vegetables products, vegetable fibers, wool, lumber, cork, crude lead, coal tar products, and industrial chemicals.

For the five largest individual general cargo commodity movements in terms of volume, namely sugar, rolled and finished steel mill products, iron and steel scrap, coffee and vehicles, in that order, the Port handled about one-fifth of scrap exports and one-fourth of the total national volumes of sugar, 43 per cent of rolled and finished steel mill products, and over 50 per cent of coffee. The large shares accounted for by the Port of New York thus reflect the immense role which it plays as the merchandising and distribution hub of our country's general cargo.

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EXPORT TONNAGE VIA THE PORTS OF NEW YORK, N.Y., PHILADELPHIA, PA., BALTIMORE, MD., AND HAMPTON ROADS, VA., SHOWING THE PERCENTAGE RELATIONSHIP TO THE TOTAL MOVEMENT OF EACH COMMODITY FROM DIFFERENTIAL TERRITORY. PERIOD AUGUST 1, 1955 THROUGH JULY 31, 1956.

Commodity		New York, N.Y.		Philadelphia, Pa.		Baltimore, Md.		Hampton Roads, Va.		TOTAL	
No.	Description	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%
5	Sorghum Grain	183	100.0	-		-		-		183	100.0
27	Straw	12	100.0	-		-		-		12	100.0
35	Cotton Linters, Noils & Regins	17	100.0	-		-		-		17	100.0
49	Apples, Fresh, Not Frozen	40	100.0	-		-		-		40	100.0
53	Berries, Fresh, Not Frozen	17	100.0	-		-		-		17	100.0
61	Oranges and Grapefruit	41	100.0	-		-		-		41	100.0
67	Water melons	20	100.0	-		-		-		20	100.0
73	Fruits and Berries, Fresh, Frozen	23	100.0	-		-		-		23	100.0
75	Coffee	123	100.0	-		-		-		123	100.0
77	Cabbage	30	100.0	-		-		-		30	100.0
79	Celery	517	100.0	-		-		-		517	100.0
85	Potatoes, other than sweet	18	100.0	-		-		-		18	100.0
89	Vegetables, Fresh, NOS, not Frozen	94	100.0	-		-		-		94	100.0
105	Flaxseed	63	100.0	-		-		-		63	100.0
207	Sheep and Goats, Single Deck	52	100.0	-		-		-		52	100.0
211	Swine, Single Deck	22	100.0	-		-		-		22	100.0
213	Swine, Double Deck	14	100.0	-		-		-		14	100.0
221	Margarine, NOS	67	100.0	-		-		-		67	100.0
225	Poultry, Dressed and Frozen	338	100.0	-		-		-		338	100.0
227	Eggs	16	100.0	-		-		-		16	100.0
237	Wool and Mohair, NOS	82	100.0	-		-		-		82	100.0
245	Fish and Sea Animal Oil	24	100.0	-		-		-		24	100.0
321	Barytes	20	100.0	-		-		-		20	100.0
327	Gravel and Sand, NOS	66	100.0	-		-		-		66	100.0
329	Stone and Rock: Broken Ground and Crushed	12	100.0	-		-		-		12	100.0
343	Phosphate Rock	29	100.0	-		-		-		29	100.0
345	Sulphur	74	100.0	-		-		-		74	100.0
407	Ties, Railroad	28	100.0	-		-		-		28	100.0
409	Pulpwood	50	100.0	-		-		-		50	100.0
417	Rosin and Turpentine	26	100.0	-		-		-		26	100.0
499	Products of Forests, NOS	204	100.0	-		-		-		204	100.0
511	Cottonseed Oil	77	100.0	-		-		-		77	100.0
521	Oils Foots Sediment and Tank Bottoms	148	100.0	-		-		-		148	100.0
545	Tanning Material, NOS	380	100.0	-		-		-		380	100.0
555	Aluminum; Bar, Ingot, Pig and Slab	1289	100.0	-		-		-		1289	100.0
563	Lead and Zinc: Bar, Ingot and Pig	37	100.0	-		-		-		37	100.0

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Commodity		New York, N.Y.		Philadelphia, Pa.		Baltimore, Md.		Hampton Roads, Va.		TOTAL	
No.	Description	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%
565	Lead, Zinc, NOS	245	100.0	-		-		-		245	100.0
567	Magnesium Metal and Alloy	16	100.0	-		-		-		16	100.0
573	Iron Pig	87	100.0	-		-		-		87	100.0
585	Cast Iron Pipe and Fittings	425	100.0	-		-		-		425	100.0
601	Business and Office Machines, NOS	3282	100.0	-		-		-		3282	100.0
643	Artificial Stone, NOS	28	100.0	-		-		-		28	100.0
683	Asbestos Articles, NOS	35	100.0	-		-		-		35	100.0
713	Floor Covering	139	100.0	-		-		-		139	100.0
725	Bags: Burlap Cotton Gunny and Jute, NOS	18	100.0	-		-		-		18	100.0
727	Cotton Cloth and Cotton Fabrics, NOS	142	100.0	-		-		-		142	100.0
733	Cloth and Fabrics, NOS	139	100.0	-		-		-		139	100.0
739	Luggage and Handbags, NOS	81	100.0	-		-		-		81	100.0
747	Wine	18	100.0	-		-		-		18	100.0
757	Molasses Residual	411	100.0	-		-		-		411	100.0
765	Food Products, NOS, Frozen	40	100.0	-		-		-		40	100.0
777	Cigarettes	7	100.0	-		-		-		7	100.0
791	Iron and Steel Borings, Turnings, etc.	329	100.0	-		-		-		329	100.0
19	Flour, Edible, NOS	20,410	99.8	-		-		47	.2	20,457	100.0
789	Scrap Iron and Steel	4,945	99.6	-		20	.4	-		4,965	100.0
553	Drugs, Medicines and Toilet Prep.	2,723	99.2	-		-		21	.8	2,744	100.0
625	Airplanes, Aircraft and Parts	427	98.4	-		-		7	1.6	434	100.0
23	Mill Products, NOS	3,096	98.1	60	1.9	-		-		3,156	100.0
569	Alloys for Steel Manufacture	1,163	98.1	-		-		23	1.9	1,186	100.0
401	Logs, Butts and Bolts	1,717	97.8	-		-		38	2.2	1,755	100.0
631	Ammunition and Explosives	34,454	97.5	326	.9	-		569	1.6	35,349	100.0
593	Agricultural Implements, Parts, NOS	1,514	96.9	-		28	1.8	21	1.3	1,563	100.0
215	Meats, Fresh, NOS	10,279	96.7	353	3.3	-		-		10,632	100.0
729	Cotton Factory Products	919	96.5	-		11	1.2	22	2.3	952	100.0
797	Waste Material, NOS	2,319	96.4	86	3.6	-		-		2,405	100.0
689	Bathroom and Lavatory Fixtures and Sinks	823	95.8	-		36	4.2	-		859	100.0
659	Printing Paper, NOS	9,284	95.4	131	1.3	-		317	3.3	9,732	100.0
621	Automobiles and Auto Trucks, NOS	120,068	94.0	437	.4	3,377	2.6	3,884	3.0	127,766	100.0
709	Laundry Equipment	2,838	93.8	-		186	6.2	-		3,024	100.0
515	Soybean Oil	115,440	92.99	24	.02	8,410	6.77	272	.22	124,146	100.0
591	Agricultural Implements, NOS	15,088	92.9	-		478	3.0	671	4.1	16,237	100.0
21	Cereal Food Preparations, NOS	3,010	92.8	60	1.9	173	5.3	-		3,243	100.0
655	Scrap Paper and Rags	8,934	92.7	122	1.3	564	5.8	18	.2	9,638	100.0
695	Glassware, NOS	11,575	92.5	73	.6	847	6.8	13	.1	12,508	100.0
541	Insecticides and Fungicides, NOS	3,693	92.4	101	2.5	205	5.1	-		3,999	100.0
547	Paint, Paint Material, Putty and Varnish	10,092	92.4	55	.5	671	6.1	107	1.0	10,925	100.0

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Commodity		New York, N.Y.		Philadelphia, Pa.		Baltimore, Md.		Hampton Roads, Va.		TOTAL	
No.	Description	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%
319	Ores and Concentrates, NOS	672	92.1	-		58	7.9	-		730	100.0
517	Vegetable and Nut Oils, NOS	4,501	91.6	101	2.1	291	5.9	20	.4	4,913	100.0
673	Building Paper and Prepared Roofing Materials	720	91.6	20	2.5	46	5.9	-		786	100.0
657	Newsprint Paper	237	91.5	-		-		22	8.5	259	100.0
675	Insulating Materials, NOS	3,209	90.8	60	1.7	134	3.8	130	3.7	3,533	100.0
950	Forwarder Traffic	50,576	90.6	-		5,242	9.4	-		55,818	100.0
199	Products of Agriculture, NOS	2,598	90.5	-		212	7.4	61	2.1	2,871	100.0
613	Automobiles, Passenger	57,299	90.5	95	.2	5,582	8.8	303	.5	63,279	100.0
717	Furniture Parts	535	89.8	-		59	9.9	2	.3	596	100.0
707	Refrigerators, Freezing Apparatus and Parts	24,670	89.70	13	.05	1,057	3.84	1,763	6.41	27,503	100.0
685	Electrical Equipment and Parts, NOS	16,049	88.6	210	1.2	1,239	6.8	608	3.4	18,106	100.0
783	Containers, Fibreboard and Pulpboard, KD	2,689	87.9	57	1.9	273	8.9	40	1.3	3,059	100.0
503	Fuel Road and Petroleum Residual Oils, NOS	106	87.6	-		15	12.4	-		121	100.0
25	Hays	95	87.2	-		14	12.8	-		109	100.0
581	Iron and Steel Nails and Wire (Woven and Not Woven), NOS	11,482	86.9	191	1.4	1,264	9.6	280	2.1	13,217	100.0
519	Oils, NOS	299	86.4	-		47	13.6	-		346	100.0
549	Plastics	6,340	86.1	-		913	12.4	113	1.5	7,366	100.0
617	Vehicles, Motor, NOS	68,842	86.0	761	1.0	5,795	7.2	4,653	5.8	80,051	100.0
15	Flour Wheat	40,162	85.8	58	.1	5,794	12.4	779	1.7	46,793	100.0
779	Containers, Metal	2,834	85.8	145	4.4	183	5.5	141	4.3	3,303	100.0
705	Household Utensils, NOS	1,161	85.3	-		200	14.7	-		1,361	100.0
531	Acids, NOS	4,683	85.1	731	13.3	71	1.3	15	.3	5,500	100.0
551	Cellulose Articles, NOS	39	84.8	-		-		7	15.2	46	100.0
795	Waste Material for Remelting, NOS	1,699	84.5	-		312	15.5	-		2,011	100.0
239	Hides, Skins and Pelts, NOS	7,323	84.2	335	3.8	1,043	12.0	-		8,701	100.0
711	Stoves, Ranges and Parts	6,300	84.2	64	.9	864	11.5	258	3.4	7,486	100.0
677	Building, Woodwork and Millwork	78	83.9	-		-		15	16.1	93	100.0
761	Beverages, NOS	162	83.9	-		-		31	16.1	193	100.0
603	Railway Equipment Moved on own Wheels	945	83.2	-		179	15.8	12	1.0	1,136	100.0
507	Petroleum Products, Refined, NOS	44,231	82.1	8,005	14.9	1,243	2.3	378	.7	53,857	100.0
595	Machinery and Machines, NOS	162,400	81.9	5,904	3.0	16,931	8.5	13,182	6.6	198,417	100.0
627	Tires and Tubes, Rubber	33,086	81.5	60	.2	1,075	2.6	6,390	15.7	40,611	100.0
605	Railway Equipment, S.U., Not Moved on Own Wheels	2,897	81.0	-		681	19.0	-		3,578	100.0
589	Tanks, NOS	2,348	80.5	106	3.6	234	8.0	231	7.9	2,919	100.0
219	Packing House Products, Edible, NOS	57,030	78.9	316	.4	14,548	20.1	430	.6	72,324	100.0

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Commodity		New York, N.Y.		Philadelphia, Pa.		Baltimore, Md.		Hampton Roads, Va.		TOTAL	
No.	Description	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%
667	Printed Matter, NOS	1,067	78.9	213	15.7	-		73	5.4	1,353	100.0
721	Abrasives, other than crude	641	78.5	43	5.3	43	5.3	89	10.9	816	100.0
557	Aluminum, NOS	401	78.3	-		111	21.7	-		512	100.0
509	Gases, other than Petroleum, NOS	370	78.1	104	21.9	-		-		474	100.0
647	Plaster: Stucco and Wall	163	78.0	-		46	22.0	-		209	100.0
*749	Liquors, Malt	7,584	77.8	-		1,620	16.6	550	5.6	9,754	100.0
679	Building Materials, NOS	824	77.5	-		239	22.5	-		1,063	100.0
697	Glass Bottles, Jars and Packing Glasses, NOS	18,137	76.6	191	.8	5,276	22.3	84	.3	23,688	100.0
597	Machinery Parts	30,187	75.3	965	2.4	6,686	16.7	2,260	5.6	40,098	100.0
761	Candy and Confectionery	570	75.1	-		57	7.5	132	17.4	759	100.0
671	Wallboard	120	75.0	-		30	18.8	10	6.2	160	100.0
505	Lubricating Oils and Greases	42,145	73.6	4,799	8.4	10,063	17.6	249	.4	57,256	100.0
339	Asphalt	329	73.4	-		119	26.6	-		448	100.0
13	Grains, NOS	751	73.3	273	26.7	-		-		1,024	100.0
607	Railway Equipment Parts	16,462	73.2	189	.8	513	2.3	5,327	23.7	22,491	100.0
533	Sodium (Soda) Products	18,056	71.7	398	1.6	5,967	23.7	755	3.0	25,176	100.0
611	Vehicles, other than Motor	3,759	71.1	35	.6	146	2.8	1,349	25.5	5,289	100.0
691	Hardware, NOS	364	70.9	15	2.9	27	5.3	107	20.9	513	100.0
799	Manufactures & Miscl., NOS	28,749	70.8	1,844	4.5	5,433	13.4	4,568	11.3	40,594	100.0
693	Glass	2,779	70.6	54	1.4	670	17.0	431	11.0	3,934	100.0
701	Chinaware, Crockery & Earthenware	748	70.3	27	2.5	289	27.2	-		1,064	100.0
107	Seeds, NOS	127	70.2	-		-		54	29.8	181	100.0
787	Containers, returned empty	66	70.2	-		28	29.8	-		94	100.0
241	Leather, NOS	32	69.6	-		-		14	30.4	46	100.0
665	Paper and Paper Articles, NOS	1,031	69.1	-		359	22.9	125	8.0	1,565	100.0
623	Vehicles Parts, NOS	91,818	68.8	24,245	18.2	2,481	1.9	14,815	11.1	133,359	100.0
543	Tar, Pitch and Creosote	267	68.7	-		104	26.7	18	4.6	389	100.0
773	Feed, Animal and Poultry, NOS	47,674	67.78	2,228	3.17	20,403	29.01	31	.04	70,336	100.0
217	Meats, Cooked, Cured, Dried and Smoked	10,534	65.9	170	1.1	4,954	31.0	313	2.0	15,971	100.0
767	Starch	2,561	65.2	-		863	22.0	502	12.8	3,926	100.0
645	Lime, NOS	461	64.3	-		175	24.4	81	11.3	717	100.0
743	Games and Toys	83	64.3	-		46	35.7	-		129	100.0
341	Salt	2,277	63.8	-		878	24.6	416	11.6	3,571	100.0
561	Copper, Brass and Bronze, NOS	1,991	63.7	19	.6	-		1,114	35.7	3,124	100.0
635	Cement, NOS	1,273	63.1	36	1.8	558	27.6	152	7.5	2,019	100.0
527	Chemicals, NOS	19,722	62.1	753	2.4	10,455	32.9	836	2.6	31,767	100.0
615	Automobiles, Freight	9,497	61.9	84	.5	228	1.5	5,543	36.1	15,352	100.0
715	Furniture, NOS	3,715	61.6	85	1.4	1,208	20.0	1,026	17.0	6,034	100.0
583	Manufactured Iron and Steel	580,073	61.1	10,997	1.1	352,992	37.2	5,416	.6	949,478	100.0
785	Containers, NOS	1,642	59.4	114	4.1	635	23.0	374	13.5	2,765	100.0
535	Alcohols, NOS	487	58.5	-		-		345	41.5	832	100.0
69	Fruits, Fresh, NOS, not Frozen	47	56.6	-		-		36	43.4	83	100.0

Commodity		New York, N.Y.		Philadelphia, Pa.		Baltimcre, Md.		Hampton Roads, Va.		TOTAL	
No.	Description	Tons	%	Tons	%	Tons	%	Tons	%	TONS	%
577	Iron and Steel: Bar, Rod & Slab	1,314	56.3	13	.5	966	41.4	41	1.8	2,334	100.0
623	Rubber, Crude, Natural and Synthetic	15,565	54.8	223	.8	3,546	12.5	9,054	31.9	28,388	100.0
745	Liquors, alcoholic, NOS	659	54.7	-		531	44.1	15	1.2	1,205	100.0
609	Rails and Railway Track Material, Iron and Steel	3,751	53.1	-		3,007	42.5	311	4.4	7,069	100.0
769	Soap and Cleaning and Washing Compound	1,870	52.9	105	2.9	452	12.8	1,110	31.4	3,537	100.0
741	Athletic, Gymnasium, Playground and Sporting Equipment, NOS	294	49.1	-		60	10.0	245	40.9	599	100.0
687	Furnaces, Heaters, Radiators and Parts	1,489	49.2	40	1.3	1,310	43.3	188	6.2	3,027	100.0
229	Butter	7,603	48.9	2,450	15.8	1,819	11.7	3,662	23.6	15,534	100.0
771	Matches	12	48.0	-		13	52.0	-		25	100.0
755	Syrup and Molasses, refined	775	47.0	305	18.5	375	22.7	194	11.8	1,649	100.0
763	Food Products, NOS, in cans and Packages not frozen	36,013	46.9	8,556	11.2	13,117	17.1	19,025	24.8	76,711	100.0
641	Refractories	4,105	44.6	47	.5	4,876	53.0	172	1.9	9,200	100.0
411	Lumber, Shingles and Lath	898	43.2	91	4.4	326	15.7	764	36.7	2,079	100.0
299	Animals and Products, NOS	25,982	42.7	21,534	35.4	362	.6	12,993	21.3	60,871	100.0
793	Furnace Slag	32	42.7	-		43	57.3	-		75	100.0
687	Iron and Steel Pipe and Fittings, NOS	71,764	42.3	2,989	1.8	93,130	55.0	1,590	.9	169,463	100.0
91	Beans and Peas, Dried	209	42.2	166	33.5	-		120	24.3	495	100.0
625	Rubber Goods, NOS	1,106	42.2	15	.6	1,502	57.2	-		2,623	100.0
639	Brick, NOS, and Building Tile	1,309	41.4	-		1,816	57.4	40	1.2	3,165	100.0
103	Malt, NOS	9,986	40.0	-		11,338	45.5	3,626	14.5	24,947	100.0
663	Paper Bags	104	39.4	22	8.3	97	36.8	41	15.5	264	100.0
723	Bagging, Burlap, Cotton, Gunny and Jute, NOS	32	39.0	-		-		50	61.0	82	100.0
326	Sand, Industrial	378	38.8	-		595	61.2	-		973	100.0
681	Buildings and Houses, Fabricated and Portable, NOS	932	37.8	81	3.3	25	1.0	1,429	57.9	2,467	100.0
45	Soybean Oil Cake and Meal	12,006	35.9	-		16,576	49.5	4,888	14.6	33,470	100.0
311	Aluminum Ore and Concentrates	56	35.0	-		-		104	65.0	160	100.0
633	Cement: Natural and Portland	473	33.4	95	6.7	834	58.8	16	1.1	1,418	100.0
719	Tools and Parts, NOS	598	33.0	20	1.1	1,062	58.1	141	7.8	1,811	100.0
759	Sugar	468	32.5	110	7.6	632	43.9	230	16.0	1,440	100.0
703	Woodenware	51	31.9	-		41	25.6	68	42.5	160	100.0
513	Linseed Oil	59	29.8	-		139	70.2	-		198	100.0
619	Military Vehicles, NOS	1,113	29.4	6	.2	-		2,665	70.4	3,784	100.0
737	Boots, Shoes and Findings, NOS	58	28.3	-		-		147	71.7	205	100.0
669	Paperboard, Fibreboard and Pulpboard	2,017	27.3	27	.4	5,227	70.7	123	1.6	7,394	100.0

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Commodity		New York, N.Y.		Philadelphia, Pa.		Baltimore, Md.		Hampton Roads, Va.		TOTAL	
No.	Description	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%
661	Wrapping Paper	593	27.0	-		1,500	68.3	103	4.7	2,196	100.0
413	Box Crate and Cooperage Materials	380	22.1	-		685	39.8	656	38.1	1,721	100.0
781	Containers, Wooden	293	21.8	-		1,048	78.2	-		1,341	100.0
403	Posts, Poles and Pilings, Wooden	7	20.6	-		-		27	79.4	34	100.0
29	Tobacco, Unmanufactured	1,189	20.4	-		41	.7	4,601	78.9	5,831	100.0
629	Guns, Small Arms and Parts, NOS	608	20.0	15	.5	-		2,414	79.5	3,037	100.0
17	Meal Corn	2,074	19.5	8,587	80.5	-		-		10,661	100.0
671	Metals and Alloys, NOS	258	18.6	72	5.2	168	12.1	890	64.1	1,388	100.0
231	Cheese	4,232	18.3	5,370	23.3	3,970	17.2	9,513	41.2	23,085	100.0
679	Iron and Steel, NOS	138	18.1	[redacted]		625	81.9	-		763	100.0
399	Products of Mines, NOS	308	17.7	-		1,404	80.4	33	1.9	1,745	100.0
676	Iron and Steel; Billet, Bloom and Ingot	11,951	16.4	568	.8	44,180	60.6	16,193	22.2	72,892	100.0
735	Rope, Cordage and Binder Twine, NOS	34	16.1	-		-		177	83.9	211	100.0
7	Oats	11,571	9.8	21,081	17.8	85,487	72.4	-		118,139	100.0
233	Dairy Products, NOS	367	9.8	241	6.5	1,156	31.0	1,966	52.7	3,730	100.0
47	Vegetable and Nut Oil Cake and Meal, NOS	89	5.0	-		1,685	95.0	-		1,774	100.0
1	Wheat	117,736	5.3	488,310	21.9	800,237	36.0	819,609	36.8	2,225,942	100.0
3	Corn	66,393	4.4	211,648	13.9	1,243,846	81.7	-		1,521,787	100.0
9	Barley and Rye	7,310	3.8	10,141	5.2	176,774	91.0	-		194,225	100.0
653	Woodpulp	17	3.7	-		438	96.3	-		455	100.0
307	Coke	257	3.1	-		8,024	96.9	-		8,281	100.0
649	Sewer Pipe and Drain Tile (Not Metal)	65	2.8	-		2,268	97.2	-		2,333	100.0
323	Clay and Bentonite	104	1.4	-		705	9.2	6,877	89.4	7,686	100.0
639	Fertilizers, NOS	1,513	.7	815	.4	218,151	98.9	-		220,479	100.0
43	Soybeans	-		4,225	5.5	32,965	42.9	39,582	51.6	76,772	100.0
203	Cattle and Calves, Single Deck	-		-		12	100.0	-		12	100.0
415	Veneer Plywood and Built-Up Wood	-		-		18	100.0	-		18	100.0
669	Copper, Ingot, Matte and Pig	-		-		-		35	100.0	35	100.0
651	Broken or Ground Brick Block, Crockery and Glass	-		-				182	100.0	182	100.0
731	Synthetic Fibre and Yarns (Rayon or Nylon)	-		-		-		18	100.0	18	100.0

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Item 1 - Wheat
3 - Corn
5 - Sorghum Grain
7 - Oats
9 - Barley & Rye
13 - Grains, NOS

X-3-(6)

Export Tonnages - (p. 7) - Recapitulation

	New York		Philadelphia		Baltimore		Hampton Roads		Total
Total (Groups 1-6)	2,393,045	31.5%	854,809	11.2%	3,303,499	43.5%	1,049,017	13.8%	7,600,370
Items 1-3-5-7-9-13	203,994		735,285		2,339,309		859,970		
Balance	2,189,051	63.24%	119,524	3.45%	964,190	27.85%	189,047	5.46%	3,461,812

IMPORT TONNAGE VIA THE PORTS OF NEW YORK, N.Y., PHILADELPHIA, PA., BALTIMORE, MD., AND HAMPTON ROADS, VA., SHOWING THE PERCENTAGE RELATIONSHIP TO THE TOTAL MOVEMENT OF EACH COMMODITY TO DIFFERENTIAL TERRITORY, PERIOD AUGUST 1, 1955, THROUGH JULY 31, 1956.

Commodity		New York, N.Y.		Philadelphia, Pa.		Baltimore, Md.		Hampton Roads, Va.		TOTAL	
No.	Description	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%
5	Sorghum Grain	33	100.0	-		-		-		33	100.0
15	Flour Wheat	119	100.0	-		-		-		119	100.0
23	Mill Products, NOS	52	100.0	-		-		-		52	100.0
57	Grapes, fresh	11	100.0	-		-		-		11	100.0
65	Pears, fresh, not frozen	204	100.0	-		-		-		204	100.0
71	Fruits, Dried, Dehydrated and Evaporated, NOS	2,735	100.0	-		-		-		2,735	100.0
73	Fruits and Berries, fresh, frozen	21	100.0	-		-		-		21	100.0
81	Lettuce	29	100.0	-		-		-		29	100.0
83	Onions, dry	149	100.0	-		-		-		149	100.0
93	Vegetables, dried, dehydrated and evaporated, NOS	79	100.0	-		-		-		79	100.0
215	Meats, fresh, NOS	79	100.0	-		-		-		79	100.0
219	Packing House Products, edible, NOS	730	100.0	-		-		-		730	100.0
231	Cheese	624	100.0	-		-		-		624	100.0
241	Leather, NOS	177	100.0	-		-		-		177	100.0
243	Sea Food, NOS	142	100.0	-		-		-		142	100.0
245	Fish and Sea Animal Oil	333	100.0	-		-		-		333	100.0
309	Iron Ore	74	100.0	-		-		-		74	100.0
327	Gravel and Sand, NOS	29	100.0	-		-		-		29	100.0
329	Stone and Rock, broken, ground and crushed	525	100.0	-		-		-		525	100.0
345	Sulphur	62	100.0	-		-		-		62	100.0
417	Rosin and Turpentine	18	100.0	-		-		-		18	100.0
505	Lubrication Oils and Greases	13	100.0	-		-		-		13	100.0
507	Petroleum Products, refined, NOS	18	100.0	-		-		-		18	100.0
511	Cottonseed Oil	46	100.0	-		-		-		46	100.0
517	Vegetable and Nut Oil, NOS	6,451	100.0	-		-		-		6,451	100.0
521	Oils Foots Sediment and Tank Bottoms	26	100.0	-		-		-		26	100.0
525	Rubber Goods, NOS	225	100.0	-		-		-		225	100.0
535	Alconol, NOS	81	100.0	-		-		-		81	100.0
541	Insecticides and Fungicides, NOS	149	100.0	-		-		-		149	100.0
543	Tar Pitch and Creosote	135	100.0	-		-		-		135	100.0
549	Plastics	43	100.0	-		-		-		43	100.0
553	Drugs, Medicines and Toilet Prep.	456	100.0	-		-		-		456	100.0
557	Aluminum, NOS	171	100.0	-		-		-		171	100.0
559	Copper: Ingot, Matte and Pig	24,084	100.0	-		-		-		24,084	100.0
579	Iron and Steel, NOS	50	100.0	-		-		-		50	100.0
585	Cast Iron Pipe and Fittings	31	100.0	-		-		-		31	100.0
591	Agricultural Implements, NOS	31	100.0	-		-		-		31	100.0

Commodity		New York, N.Y.		Philadelphia, Pa.		Baltimore, Md.		Hampton Roads, Va.		TOTAL	
No.	Description	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%
607	Railway Equipment Parts	71	100.0	-		-		-		71	100.0
621	Automobiles and Auto Trucks, KD	5	100.0	-		-		-		5	100.0
631	Ammunition and Explosives	39	100.0	-		-		-		39	100.0
665	Paper and Paper Articles, NOS	99	100.0	-		-		-		99	100.0
673	Building Paper and Prepared Roofing Material	36	100.0	-		-		-		36	100.0
677	Building Woodwork and Millwork	12	100.0	-		-		-		12	100.0
679	Building Material, NOS	174	100.0	-		-		-		174	100.0
697	Glass Bottles, Jars and Packing Glasses, NOS	38	100.0	-		-		-		38	100.0
705	Household Utensils, NOS	148	100.0	-		-		-		148	100.0
739	Luggage and Handbags, NOS	9	100.0	-		-		-		9	100.0
741	Athletic Gymnasium Playground and Sporting Equipment, NOS	44	100.0	-		-		-		44	100.0
751	Beverages, NOS	587	100.0	-		-		-		587	100.0
755	Syrup, Molasses, Refined	513	100.0	-		-		-		513	100.0
761	Candy and Confectionery	288	100.0	-		-		-		288	100.0
787	Containers, Returned Empty	49	100.0	-		-		-		49	100.0
950	Forwarder Traffic	66	100.0	-		-		-		66	100.0
75	Coffee	133,265	98.62	-		1,854	1.37	16	.01	135,135	100.0
551	Copper, Brass and Bronze, NOS	2,397	97.6	-		60	2.4	-		2,457	100.0
727	Cotton Cloth and Cotton Fabrics, NOS	390	95.1	-		-		20	4.9	410	100.0
797	Waste Material, NOS	11,958	91.8	644	4.9	281	2.2	147	1.1	13,030	100.0
91	Beans and Peas, Dried	1,071	90.6	-		111	9.4	-		1,182	100.0
701	Chinaware, Crockery and Earthenware	820	89.2	18	2.0	81	8.8	-		919	100.0
743	Games and Toys	185	88.9	-		23	11.1	-		208	100.0
217	Meats, Cooked, Cured, Dried and Smoked	8,783	88.7	418	4.2	83	.9	614	6.2	9,898	100.0
659	Printing Paper	201	88.5	26	11.5	-		-		227	100.0
789	Scrap Iron and Steel	355	87.7	22	5.4	28	6.9	-		405	100.0
745	Liquors, Alcoholic, NOS	1,774	87.2	170	8.4	90	4.4	-		2,034	100.0
97	Peanuts	178	86.4	-		-		28	13.6	206	100.0
779	Containers, Metal	76	86.4	-		12	13.6	-		88	100.0
571	Metals and Alloys, NOS	22,122	86.1	46	.2	3,519	13.7	-		25,687	100.0
519	Oils, NOS	1,439	83.5	285	16.5	-		-		1,724	100.0
333	Stone, rough	1,171	82.6	61	4.3	186	13.1	-		1,418	100.0
107	Seeds, NOS	2,471	82.5	64	2.2	28	.9	432	14.4	2,995	100.0
239	Hides, Skins and Pelts, NOS	1,944	82.5	288	12.2	125	5.3	-		2,357	100.0
547	Paint, Paint Material, Putty and Varnish	879	81.8	-		195	18.2	-		1,074	100.0
523	Rubber, Crude, Natural and Synthetic	164,953	80.90	360	.18	38,533	18.90	35	.02	203,881	100.0
69	Fruits, Fresh, NOS, not frozen	1,280	80.2	317	19.8	-		-		1,597	100.0
19	Flour, edible, NOS	1,448	79.1	69	3.8	205	11.2	108	5.9	1,830	100.0
597	Machinery Parts	628	77.9	81	10.0	44	5.5	53	6.6	806	100.0
685	Electrical Equipment and Parts, NOS	261	77.9	-		-		74	22.1	335	100.0

Commodity		New York, N.Y.		Philadelphia, Pa.		Baltimore, Md.		Hampton Roads, Va.		TOTAL	
No.	Description	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%
725	Bags, Burlap, Cotton, Gunny and Jute, NOS	48	76.2	15	23.8	-		-		63	100.0
325	Sand, Industrial	177	74.4	61	25.6	-		-		238	100.0
89	Vegetables, fresh, NOS, not frozen	249	72.4	-		95	27.6	-		344	100.0
627	Tires and Tubes, rubber	110	72.4	-		-		42	27.6	152	100.0
335	Stone, finished, NOS	112	71.3	45	28.7	-		-		157	100.0
199	Products of Agriculture, NOS	19,842	71.1	4,373	15.7	3,514	12.6	167	.6	27,896	100.0
503	Lead and Zinc: Bar, Ingot and Pig	12,646	70.5	103	.6	5,161	28.8	20	.1	17,930	100.0
691	Hardware, NOS	292	70.2	-		97	23.3	27	6.5	416	100.0
771	Matches	56	70.0	-		24	30.0	-		80	100.0
299	Animals and Products, NOS	5,535	69.6	421	5.3	1,997	25.1	-		7,954	100.0
285	Containers, NOS	586	66.4	198	22.4	64	7.2	35	4.0	883	100.0
623	Vehicles, parts, NOS	667	65.6	-		-		350	34.4	1,017	100.0
415	Veneer, Plywood and Built-Up Wood	4,343	62.9	282	4.1	1,622	23.5	657	9.5	6,904	100.0
531	Acids, NOS	381	61.7	-		237	38.3	-		618	100.0
773	Feed, Animal and Poultry, NOS	1,566	60.3	254	9.8	521	20.1	254	9.8	2,595	100.0
365	Lead Zinc, NOS	231	59.1	-		-		160	40.9	391	100.0
311	Aluminum Ore and Concentrates	13,583	58.2	9,741	41.8	-		-		23,324	100.0
595	Machinery and Machines, NOS	4,506	57.3	15	.2	342	4.4	2,999	38.1	7,862	100.0
213	Floor Covering	77	57.0	15	11.1	43	31.9	-		135	100.0
249	Liquors, Malt	1,423	56.9	42	1.7	1,034	41.4	-		2,499	100.0
729	Cotton Factory Products	325	56.0	23	4.0	82	14.1	150	25.9	580	100.0
35	Cotton Linters, Noils and Regins	4,447	54.3	211	2.6	2,704	33.0	830	10.1	8,192	100.0
799	Manufactures and Miscl., NOS	5,875	53.5	1,209	11.0	1,690	15.4	2,112	19.2	10,986	100.0
655	Scrap Paper and Rags	2,204	50.7	45	1.0	180	4.1	1,921	44.2	4,350	100.0
767	Starch	313	48.3	21	3.3	30	4.9	282	43.5	648	100.0
795	Waste Material for Remelting, NOS	309	48.2	92	14.4	240	37.4	-		641	100.0
399	Products of Mines, NOS	6,203	47.7	2,919	22.5	3,873	29.8	-		12,995	100.0
547	Wine	144	46.8	-		164	53.2	-		308	100.0
51	Bananas	53,946	46.0	532	.5	62,664	53.5	-		117,142	100.0
615	Automobiles, freight	190	45.1	-		-		231	54.9	421	100.0
703	Woodenware	46	44.2	58	55.8	-		-		104	100.0
545	Tanning Material, NOS	6,218	42.7	164	1.1	6,757	46.3	1,443	9.9	14,582	100.0
723	Bagging, Burlap, Cotton, Gunny and Jute, NOS	6,284	40.9	1,420	9.3	199	1.3	7,452	48.5	15,355	100.0
719	Tools and Parts, NOS	63	39.4	-		28	17.5	69	43.1	160	100.0
625	Airplanes, Aircraft and Parts	44	37.6	-		-		73	62.4	117	100.0
763	Food Products, NOS, in cans and packages, not frozen	33,274	33.6	3,493	3.5	13,821	14.0	48,312	48.9	98,900	100.0
583	Manufactured Iron and Steel	7,850	31.2	4,640	18.5	12,502	49.8	119	.5	25,111	100.0
33	Cotton in Bales	39	31.0	-		32	25.4	55	43.6	126	100.0
533	Sodium (Soda) Products	508	26.9	313	16.6	1,066	56.5	-		1,887	100.0
641	Refractories	88	26.4	-		245	73.6	-		333	100.0

Commodity		New York, N.Y.		Philadelphia, Pa.		Baltimore, Md.		Hampton Roads, Va.		TOTAL	
No.	Description	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%
587	Iron and Steel Pipe and Fittings, NOS	390	25.4	497	32.3	583	37.9	67	4.4	1,537	100.0
539	Fertilizers, NOS	3,145	24.8	892	6.9	4,740	37.3	3,945	31.0	12,712	100.0
237	Wool and Mohair, NOS	142	24.3	421	72.1	6	1.0	15	2.6	584	100.0
715	Furniture, NOS	32	24.0	-		36	27.1	65	48.9	133	100.0
681	Buildings and Houses, Fabricated and Portable, NOS	32	22.5	-		-		110	77.5	142	100.0
575	Iron and Steel: Billet, Bloom and Ingot	28	22.0	99	78.0	-		-		127	100.0
671	Wallboard	743	21.7	110	3.2	2,499	72.9	77	2.2	3,429	100.0
577	Iron and Steel: Bar, Rod and Slab	20	21.5	-		73	78.5	-		93	100.0
735	Rope, Cordage and Binder Twine, NOS	1,875	21.15	6,736	75.98	247	2.79	7	.08	8,865	100.0
581	Iron and Steel Nails and Wire (Woven and Not Woven), NOS	971	20.3	182	3.8	3,291	68.6	352	7.3	4,796	100.0
657	Newsprint Paper	4,872	19.7	-		18,596	75.4	1,214	4.9	24,682	100.0
759	Sugar	6,913	17.7	2,332	6.0	29,830	76.3	-		39,075	100.0
499	Products of Forests, NOS	7,953	17.2	32,037	69.5	1,853	4.0	4,294	9.3	46,137	100.0
527	Chemicals, NOS	1,175	17.0	5,418	78.4	300	4.3	21	.3	6,914	100.0
61	Oranges and Grapefruit	18	16.7	-		90	83.3	-		108	100.0
617	Vehicles, Motor, NOS	225	16.0	150	10.7	-		1,028	73.3	1,403	100.0
737	Boots, Shoes and Findings, NOS	16	14.7	-		-		93	85.3	109	100.0
611	Vehicles, other than Motor	409	14.5	1,012	35.9	258	9.2	1,137	40.4	2,816	100.0
307	Coke	100	14.3	-		601	85.7	-		701	100.0
573	Iron, Pig	55	13.4	357	86.6	-		-		412	100.0
235	Wool and Mohair, in grease	62	11.8	465	88.2	-		-		527	100.0
411	Lumber, Shingles and Lath	102	11.0	181	19.5	620	66.9	24	2.6	927	100.0
675	Insulating Material, NOS	52	10.6	48	9.7	392	79.7	-		492	100.0
569	Alloys for Steel Manufacture	2,048	8.6	-		21,671	91.4	-		23,719	100.0
555	Aluminum: Bar, Ingot, Pig and Slab	330	8.14	106	2.62	3,610	89.09	6	.15	4,052	100.0
669	Paperboard, Fibreboard and Pulpboard	130	7.7	18	1.1	1,515	90.1	19	1.1	1,682	100.0
661	Wrapping Paper	95	6.8	753	53.8	512	36.6	39	2.8	1,399	100.0
721	Abrasives, other than crude	374	6.7	4,824	86.2	398	7.1	-		5,596	100.0
693	Glass	794	5.8	-		11,624	85.4	1,193	8.8	13,611	100.0
639	Brick, NOS, and Building Tile	49	4.5	-		1,031	95.5	-		1,080	100.0
339	Asphalt	30	2.7	-		1,097	97.3	-		1,127	100.0
667	Printed Matter, NOS	12	2.4	-		-		485	97.6	497	100.0
653	Woodpulp	424	1.9	3,874	17.3	15,487	69.2	2,609	11.6	22,394	100.0
633	Cement, Natural and Portland	231	1.5	4,543	28.8	478	3.0	10,537	66.7	15,789	100.0

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Commodity		New York, N.Y.		Philadelphia, Pa.		Baltimore, Md.		Hampton Roads, Va.		TOTAL	
No.	Description	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%
319	Ores and Concentrates, NOS	16,389	1.1	49,749	3.3	1,283,888	86.4	136,046	9.2	1,486,072	100.0
695	Glassware, NOS	28	1.1	2,478	96.6	51	2.0	8	.3	2,565	100.0
31	Tobacco, Siftings, Sweeping and Waste	9	.9	20	2.0	985	97.1	-		1,014	100.0
29	Tobacco, Unmanufactured	31	.7	-		314	6.8	4,240	92.5	4,585	100.0
323	Clay and Bentonite	225	.7	33,621	99.2	34	.1	-		33,880	100.0
11	Rice	-		-		83	100.0	-		83	100.0
85	Potatoes, other than sweet	-		-		110	100.0	-		110	100.0
103	Malt, NOS	-		-		17	100.0	-		17	100.0
225	Poultry, Dressed and Frozen	-		-		20	100.0	-		20	100.0
317	Zinc Ore and Concentrates	-		-		66,058	100.0	-		66,058	100.0
321	Barytes	-		-		-		34,781	100.0	34,781	100.0
551	Cellulose Articles, NOS	-		-		28	100.0	-		28	100.0
589	Tanks, NOS	-		-		-		34	100.0	34	100.0
593	Agricultural Implements, Parts, NOS	-		-		5	100.0	-		5	100.0
609	Rails and Railway Track Material, Iron or Steel	-		172	45.5	206	54.5	-		378	100.0
629	Guns, Small Arms and Parts, NOS	-		-		-		859	100.0	859	100.0
635	Cement, NOS	-		-		-		19,470	100.0	19,470	100.0
687	Furnaces, Heaters, Radiators and Parts	-		-		-		12	100.0	12	100.0
731	Synthetic Fibre and Yarns (Rayon or Nylon)	-		-		-		145	100.0	145	100.0
757	Molasses, Residual	-		-		5,066	100.0	-		5,066	100.0
769	Soap and Cleaning and Washing Compounds	-		-		53	100.0	-		53	100.0

311 - All Ores & Concentrates
317 - Zinc Ore & Concentrates
319 - Ores & Concentrates, NOS

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M. L. M. 4/5

		New York		Philadelphia		Baltimore		Hampton Roads		Total
		Import Tonnages - (p. 6) - Recapitulation								
X-4-(5)	Total (Groups 1-6)	645,792	23.3%	184,759	6.7%	1,644,844	59.4%	292,219	10.6%	2,767,614
	Items 311-317-319	30,046		59,490		1,349,946		136,046		
	Balance	615,746	51.65%	125,269	10.51%	294,898	24.74%	156,173	13.10%	1,192,086

(MLM*6)

SUMMARY OF EXPORT CARLOADS, OTHER THAN COAL, COKE AND GRAIN UNLOADED AT NORTH ATLANTIC PORTS FOR YEARS 1939 TO 1956 INCLUSIVE. ANALYSIS OF THE TOTAL INCREASES SINCE 1939 THROUGH NEW YORK, PHILADELPHIA, BALTIMORE AND HAMPTON ROADS.

Exhibit No.
I&S Docket 6615
Witness: M.L. Mollman
Page 1

1	2	3	4	5	6	7	8	9	10
YEAR	TOTAL UNLOADS NORTH ATLANTIC PORTS SEARSPORT, ME. TO HAMPTON ROADS, VA. INCLUSIVE.	INCREASES ALL NORTH ATLANTIC PORTS OVER 1939 (Col. 2)	PERCENTAGE INCREASES ALL NORTH ATLANTIC PORTS OVER 1939	UNLOADS AT NEW YORK	INCREASES AT NEW YORK OVER 1939 (Col.5)	PERCENTAGE INCREASES AT NEW YORK OF TOTAL INCREASES AT ALL NORTH ATLANTIC PORTS (Col.3)	UNLOADS AT PHILADELPHIA	INCREASES OR DECREASES AT PHILADELPHIA OVER OR UNDER 1939 (Col.8)	PERCENTAGE INCREASES OR DECREASES AT PHILADELPHIA OF TOTAL INCREASES AT ALL NORTH ATLANTIC PORTS (Col.3)
1939	203,432			127,020			16,447		
1940	350,315	146,883	72.20	227,878	100,858	68.66	27,729	11,282	7.7
1941	414,433	211,001	103.72	293,343	166,323	78.82	35,124	18,677	8.9
1942	512,185	308,753	151.77	345,727	218,707	70.83	54,840	38,393	12.4
1943	750,137	546,705	268.74	430,368	303,348	55.48	88,661	72,214	13.2
1944	1,035,642	832,210	409.09	550,340	423,320	50.87	125,196	108,749	13.1
1945	787,092	583,660	286.90	437,659	310,639	53.22	80,767	64,320	11.0
1946	470,288	266,856	131.17	332,040	205,020	76.82	33,848	17,401	6.5
1947	500,074	296,642	145.81	343,420	216,400	72.94	41,377	24,930	8.4
1948	362,796	159,364	78.33	255,366	128,346	80.53	20,892	4,445	2.8
1949	306,605	103,173	50.71	221,007	93,987	91.09	17,835	1,388	3.3
1950	241,240	37,808	18.58	167,214	40,194	106.31	11,113	- 5,334	- 14.1
1951	329,356	125,924	61.89	224,555	97,535	77.45	18,585	2,138	1.7
1952	324,510	121,078	59.51	214,338	87,318	72.11	18,208	1,761	1.5
1953	279,047	75,615	37.16	180,052	53,032	70.13	15,230	- 1,217	- 1.6
1954	268,906	65,474	32.18	166,172	39,152	59.79	22,082	5,535	8.5
1955	300,866	97,434	47.89	174,592	47,572	48.82	29,949	13,502	13.9
1956	303,149	99,717	49.01	184,543	57,523	57.68	23,857	7,410	7.4
								Inc. 392,145	
TOTAL:		4,078,297		4,748,614	2,588,894			Dec. 6,551	
								Net 385,594	
AVERAGE 17 YEARS		239,899		279,330	152,288			22,682	
AVERAGE PERCENT			117.9% (Average of 239,899 (Col.3) of 203,432 (1939 Col.2)			63.48% (Average of 152,288 (Col.6) of average of 239,899 (Col.3)			9.45% (Average of 22,682 (Col.9) of average of 239,899 (Col.3)

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SUMMARY OF EXPORT CARLOADS, OTHER THAN COAL, COKE AND GRAIN UNLOADED AT NORTH ATLANTIC PORTS FOR YEARS 1939 TO 1956 INCLUSIVE, ANALYSIS OF THE TOTAL INCREASES SINCE 1939 THROUGH NEW YORK, PHILADELPHIA, BALTIMORE AND HAMPTON ROADS.

11	12	13	14	15	16	17	18	19	20
YEAR	TOTAL UNLOADS NORTH ATLANTIC PORTS SEARSPORT, ME. TO HAMPTON ROADS, VA. INCLUSIVE	INCREASES ALL NORTH ATLANTIC PORTS OVER 1939 (Col. 2)(12)	PERCENTAGE INCREASES ALL NORTH ATLANTIC PORTS OVER 1939	UNLOADS AT BALTIMORE	INCREASES AT BALTIMORE OVER 1939 (Col.15)	PERCENTAGE INCREASES AT BALTIMORE OF TOTAL INCREASES AT ALL NORTH ATLANTIC PORTS (Col.3)(13)	UNLOADS AT HAMPTON ROADS	INCREASES OR DECREASES AT HAMPTON ROADS OVER OR UNDER 1939 (Col.18)	PERCENTAGE INCREASES OR DECREASES AT HAMPTON ROADS OF TOTAL INCREASES AT ALL NORTH ATLANTIC PORTS (Col.3)(13)
1939	203,432			23,322			24,949		
1940	350,315	146,883	72.20	54,864	31,542	21.5	26,127	1,178	.08
1941	414,433	211,001	103.72	42,351	19,029	9.0	21,814	- 3,135	- 1.50
1942	512,185	308,753	151.77	44,042	20,720	6.7	24,135	- 814	- .03
1943	750,137	546,705	268.74	63,893	40,671	7.4	78,577	43,628	8.00
1944	1,035,642	832,210	409.09	105,299	81,977	9.8	122,757	97,808	11.8
1945	787,092	583,660	286.90	77,948	54,626	9.4	103,689	78,740	13.5
1946	470,288	266,856	131.17	42,351	19,029	7.1	51,024	26,075	9.8
1947	500,074	296,642	145.81	59,520	36,198	12.2	41,722	16,773	5.7
1948	362,796	159,364	78.33	45,177	21,855	13.7	28,666	3,717	1.0
1949	306,605	103,173	50.71	39,776	16,454	15.9	22,914	- 2,035	- .04
1950	241,240	37,808	18.58	28,448	5,126	13.6	20,616	- 4,333	-11.50
1951	329,356	125,924	61.89	32,463	9,141	7.3	41,706	16,757	13.3
1952	324,510	121,078	59.51	30,117	6,795	5.6	41,944	16,995	14.0
1953	279,047	75,615	37.16	27,708	4,386	5.8	37,672	12,723	16.8
1954	268,906	65,474	32.18	31,956	8,634	13.2	36,563	11,614	17.7
1955	300,866	97,434	47.89	41,273	17,951	18.4	40,433	15,484	15.9
1956	303,149	99,717	49.01	40,380	17,058	17.1	37,539	12,590	13.6
							Inc.	354,082	
TOTAL:		4,078,297			411,192		Dec.	10,317	
							Net	343,765	
AVERAGE 17 YEARS		239,899			24,188			20,221	
AVERAGE PERCENT		117.9% (Average of 239,899 (Col.3)(13) of 203,432 (1939 Col.2)(12)			10.08% (Average of 24,188 (Col.16) of average of 239,899 (Col.13)				8.43% (Average of 20,221 (Col.19) of average of 239,899 (Col.13)

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AVERAGE INCREASE ALL NORTH ATLANTIC PORTS FOR YEARS 1940 TO 1956
239,899 CARS PER YEAR APPLIED TO 1939 TOTAL OF 203,432 EQUALS 117.9%
APPLYING NEW YORK AVERAGE INCREASE OF 152,283 CARS TO TOTAL AVERAGE INCREASE PRODUCES 63.48%
APPLYING PHILADELPHIA AVERAGE INCREASE OF 22,682 CARS TO TOTAL AVERAGE INCREASE PRODUCES 9.45%
APPLYING BALTIMORE AVERAGE INCREASE OF 24,188 CARS TO TOTAL AVERAGE INCREASE PRODUCES 10.08%
APPLYING HAMPTON ROADS AVERAGE INCREASE OF 20,221 CARS TO TOTAL AVERAGE INCREASE PRODUCES 8.43%
TOTAL: 91.44%
OF THE TOTAL INCREASE OF 117.9% AT ALL THE PORTS.

Z-22(1)

SOURCE: PT REPORT 6A, CAR SERVICE DIVISION, ASSOCIATION OF AMERICAN RAILROADS

Exhibit No.
I&S Docket 6615
Witness: M.L. Mollman

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[fol. 3575]

EXPORT CARLOADS UNLOADED, EXCEPT COAL & COKE AND OTHER THAN GRAIN AT NORTH ATLANTIC PORTS FOR YEARS 1939 TO 1956 INCLUSIVE.

PORTS	1939	1940	1941	1942	1943	1944	1945	1946	1947
Searsport, Me.	272	175	0	0	7	7,417	3,298	718	6,226
Portland, Me.	1,994	2,984	3,392	7,116	4,914	4,347	2,990	3,194	3,349
Portsmouth, N.H.	0	0	0	0	416	338	118	0	0
Boston, Mass.	7,679	9,000	11,922	24,107	53,137	76,357	58,751	3,613	4,052
Providence, R.I.	354	224	320	2,071	64	0	0	6	0
Davisville, R.I.	0	0	0	0	5,543	6,240	4,158	0	0
New London, Conn.	206	365	1,209	245	131	253	227	444	0
New Haven, Conn.	0	0	615	487	1,273	1,269	967	0	0
Bridgeport, Conn.	0	0	0	0	0	273	0	0	0
Poughkeepsie, N.Y.	0	0	225	553	928	834	86	0	0
New York, N.Y.	127,020	227,878	293,343	345,727	430,368	550,940	437,659	332,040	343,420
Port Newark, N.J.	0	0	2,720	4,674	21,310	34,247	16,295	2,853	82
Earle, N.J.	0	0	0	0	0	0	0	0	0
South Amboy, N.J.	0	0	0	0	915	475	139	197	326
Philadelphia, Pa.	16,447	27,729	35,124	54,840	88,661	125,196	80,767	33,848	41,377
Chester, Pa.	1,058	590	456	1,789	0	0	0	0	0
Wilmington, Del.	131	379	906	2,319	0	0	0	0	0
Baltimore, Md.	23,322	54,864	42,351	44,042	63,893	105,299	77,948	42,351	59,520
West Point, Va.	0	0	36	80	0	0	0	0	0
Hampton Roads, Va.	24,949	26,127	21,814	24,135	78,577	122,757	103,689	51,024	41,722
TOTAL:	203,432	350,315	414,433	512,165	750,137	1,035,642	787,092	470,288	500,074

PORTS	1948	1949	1950	1951	1952	1953	1954	1955	1956
Searsport, Me.	7,624	1,328	9,235	999	540	0	601	2,044	3,993
Portland, Me.	2,480	521	144	0	6	25	758	1,137	1,234
Portsmouth, N.H.	0	0	0	0	0	0	0	0	0
Boston, Mass.	2,355	1,994	1,965	3,306	2,411	1,971	6,088	9,758	10,673
Providence, R.I.	0	0	0	0	0	0	0	0	0
Davisville, R.I.	0	0	0	0	0	0	0	0	0
New London, Conn.	0	0	0	0	0	0	0	0	0
New Haven, Conn.	0	0	0	0	0	0	0	0	0
Bridgeport, Conn.	0	0	0	0	0	0	0	0	0
Poughkeepsie, N.Y.	0	0	0	0	0	0	0	0	0
New York, N.Y.	255,366	221,007	167,214	224,555	214,338	180,052	166,172	174,592	184,543
Port Newark, N.J.	0	0	36	2,400	10,000	6,220	3,238	201	315
Earle, N.J.	0	1,028	2,399	5,342	6,946	10,169	1,448	1,479	615
South Amboy, N.J.	236	202	70	0	0	0	0	0	0
Philadelphia, Pa.	20,892	17,835	11,113	18,585	18,208	15,230	22,082	29,949	23,857
Chester, Pa.	0	0	0	0	0	0	0	0	0
Wilmington, Del.	0	0	0	0	0	0	0	0	0
Baltimore, Md.	45,177	39,776	28,448	32,463	30,117	27,708	31,956	41,273	40,380
West Point, Va.	0	0	0	0	0	0	0	0	0
Hampton Roads, Va.	28,666	22,914	20,616	41,706	41,944	37,672	36,563	40,433	37,539
TOTAL:	362,796	306,605	241,240	329,356	324,510	279,047	268,906	300,866	303,149

SOURCE: PT REPORT 6A, CAR SERVICE DIVISION, ASSOCIATION OF AMERICAN RAILROADS.

SAME TOTALS AS IN WITNESS CROOKSHANK'S EXHIBIT AJC 15, WITH MINOR CORRECTIONS.

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2-22(2)